Shallow Ford Country

By
G. Galloway Reynolds

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BY
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INTRODUCTION

This book takes you on a delightful tour of Shallow Ford Country, primarily in the 18th and 19th centuries. Shallow Ford Country began with the Bryan Settlement in 1747-1748. It was located at the Shallow Ford on the Yadkin River, between the present Forsyth County and Yadkin and Davie Counties. The Bryan Settlement spread to populate several of the counties west of the Yadkin and down the river from Wilkesboro to Salisbury. It was also largely that central section of the Yadkin River Valley that was historically dominated by the Shallow Ford, a magnificent, famous crossing place on the swift and dangerous Yadkin River. This ford was apparently prepared from creation with a massive, smooth rock formation beneath it to provide man with a safe and strategically located river crossing in the centuries before bridges were built.

The Shallow Ford was more than the beginning place of Shallow Ford Country. Located on the Great Wagon Road, the immigration route running from Pennsylvania to Georgia, it was the key to not only the settlement of Shallow Ford Country but also to the area beyond the Yadkin, on into South Carolina and Georgia. The Shallow Ford carried interstate and local traffic safely across the river for over 150 years. Armies, wagons, carriages, stagecoaches, buggies and circuit riders on horseback used the ford until it was finally abandoned along with the ferries in 1914-1920. This ford and the Shallowford Road served as the main trade route between the western counties and Salem and Winston in the 18th and 19th centuries. This trade route was a major factor in the growth of these towns into the City of Winston-Salem.

The Shallow Ford became a national historic site with the

crossing of English General Cornwallis with 5,000 Redcoats in 1781 during the Revolutionary War; the Battle of Shallow Ford, between 300 Whigs and 400 Tories in 1780, and a skirmish between a small force of Confederates who were defending the ford and 3,000 of the forces of U. S. General Stoneman, in 1865.

Shallow Ford Country was the "Promised Land" to early settlers. The land along the Yadkin River was all taken when the Moravians came looking for land in 1752. The extensive bottom lands, rich from up-river topsoil (silt), were free of trees and ready to produce great crops of corn and other farm products with little effort. Game was plentiful all the way to the Blue Ridge Mountains and the river provided plenty of fish. The families who settled here produced some of our nation's leaders in the 18th and 19th centuries, as well as some of the South's aristocratic plantation owners.

It is now difficult to realize that for 150 years the Yadkin River was a hindrance to travel, commerce and communication in Shallow Ford Country. The fords and the ferries served to modify this considerable difficulty to a great extent. However, this must be taken into consideration when we look back at the history of this period. Even today, in the counties along the Yadkin River we still see the names of many roads that ran to ferries 80 to 150 years ago. The ferries should be remembered as an important part of our history.

I was born near the Shallow Ford in 1904 and have lived most of my life in the area that I have called Shallow Ford Country. When I started to school at Lewisville High School in 1910 the fords and ferries were in full operation and the horse was still the primary means of transportation. After a successful business career and retirement, it gives me a great deal of satisfaction, in 1992, to

pass on to you and to the 21st Century some of the authentic history of Shallow Ford Country from back over a hundred years into the past.

So, move back with me to the days of the early settlers, of Daniel Boone, John Lawson, Morgan Bryan, Joseph Williams, Jacob Conrad and John Doub. There are true stories about Indian villages, Indian artifacts and Indian wars. Accounts of action in the American Revolution and the Civil War. There are family histories of some of the nation's leaders and other important persons of the past in Shallow Ford Country. There are also some of my interesting experiences and relationships with members of these families.

Then trace the history with me of four small towns, Lewisville, Clemmons, Huntsville and Rockford, all located in Shallow Ford Country. Follow the history of Lewisville from Lewis Laugenour, the man for whom Lewisville was named, through the 20th Century to the organization of the Lewisville Historical Society. Look at Clemmons. Learn about Peter Clemmons, the man credited with founding Clemmons, and about Tanglewood Park and about the Hattie Butner. There is a detailed listing of Historic Structures and Sites of Huntsville prepared by Frances Casstevens, a historian in Yadkin County. About Rockford, there is information on the site of White Rock Ford, the ford for which Rockford was named, and on the Bean Shoals Canal.

Perhaps to some, best of all, will be our exploration of the abandoned Shallow Ford in 1953, with its road-cuts and D.A.R. markers; our adventures at the Powerhouse on the Yadkin or our experiences at Bean Shoals.

G. Galloway Reynolds

(1904-1993)

CHAPTER 1

SETTLEMENTS

The settlers that came to Shallow Ford Country and the Yadkin River Valley did not come directly from Europe, but largely from Pennsylvania, with a few coming from other northern states. The coastal area of North Carolina had already been settled because of easier access to Europe, the good farming land available and easy travel on the slow-moving rivers and the coastal waterways.

Western North Carolina was a wilderness at that time where travel was difficult, with rocky and swift rivers, with land covered with forests, without roads. These settlers came seeking less expensive land than that in Pennsylvania. The first to come sought out the rich river bottom lands, those left sought the creek bottoms, as the Moravians did.

THE BRYAN SETTLEMENT 1747-1748

The Bryan Settlement began at the Shallow Ford. The Shallow Ford is located south of the West Bend bridge, on the Shallowford Road, between Lewisville and Huntsville and on the line between the present Forsyth and Yadkin Counties.

Robert Ramsey's map of the settlement shows the locations of six families near the ford. The families of Morgan Bryan and George Forbush are shown on the west side of the Yadkin River and the families of Samuel Davis, Edward Hughes, James Carter and William Linville on the east side.[1]

Bryan Settlement spread from Wachovia, the Moravian Settlement, westward to the Catawba River, north to Wilkesboro and the mountains and south to Salisbury. Ramsey says, "Perhaps the most interesting

of the early inhabitants of the Bryan Settlement, and the only one still there at the time of the Revolution, was Edward Hughes. This extraordinary man may well have been the first one actually on the ground, for his land was advantageously situated on both sides of the trail which wound through a broad, gradually-descending meadow to the eastern end of the Shallow Ford. This trail was to become a road traversed by countless wagons in the years that followed [The Great Wagon Road]. In 1753 Hughes established a tavern at the ford. It must have been highly profitable for he continued to live at the ford for over fifty years."[2]

Squire Boone, father of Daniel Boone, came to the Bryan Settlement in 1750 from Pennyslvania after being ejected from the Exter Monthly Meeting for refusing to apologize publicly over the marriage of Israel Boone to a young woman of a contrary faith. They settled on Bear Creek, twelve miles south of the Shallow Ford. Roy Thompson says, in his book, Before Liberty, "They found the place they'd been looking for on Bear Creek in Davie County. It got the name from the bears attracted to the place by the heavy growth of chestnuts, beech and chinquapin trees that produced an abundance of food."[3]

Col. Joseph Williams moved from Virginia in 1771 to Panther Creek, in the Bryan Settlement with his wife, Rebecca Lanier, according to Fries, Forsyth, 1949, p 150.[4]

Morgan Bryan, for whom the Bryan Settlement was apparently named did not stay at the beginning site of the settlement very long. Early records show that he had a land grant on Big Elkin Creek in 1752. There may have been many others over the area of the settlement. Like Daniel Boone, he knew about the very lucrative land grants.

We now think of the Moravian Settlement of Wachovia as being included in the larger Bryan Settlement but that has not always been the case.

The Bryan Settlement was made up largely of English speaking Scotch Irish, while the Moravians spoke German for many years. The Moravians were better educated as a rule and kept detailed records of their history and aided their neighbors in keeping their's; while the history of the Bryan Settlement and Shallow Ford Country had to be dug out of old church and county records.

The Bryan Settlement was located at the most advantageous place possible on the Yadkin River in 1747-1748. The location at the Shallow Ford gave the settlers access to both sides of the river for hunting, travel and a fast retreat from the west side of the river in case of attack by Indians. The west side of the river was not safe from attack by Indians until after 1760 when the Cherokees were subdued.

The Moravian Settlement

In 1753, the Moravians bought 98,985 acres of Granville land located near the Yadkin River on Muddy Creek, about fifteen miles east of the Shallow Ford. The land was located in Anson County but by the time the Moravians arrived it had become Rowan County, formed from the northern part of Anson by the General Assembly. "On 8 October 1753, after all the negotiations between Lord Granville and the church authorities had been completed, twelve unmarried Brethren set out from Bethlehem, Pennsylvania [on the Great Wagon Road] in a large wagon bound for the Wachovia tract. Professor R.D.W. Connor wrote of them that 'no better evidence is needed of the shrewd, common sense of those German settlers than the simple fact that this small band, whose mission was to lay the foundation of civilization in the wilderness, consisted of a minister of the gospel, a warden, a physician, a tailor, a baker, a shoemaker and tanner, a gardner, three farmers, and two carpenters.' Their journey to North Carolina was long and not without

great difficulties; bad roads, swollen rivers, defective bridges, impassable terrain, and sickness persisted throughout. Finally, a little after noon on 17 November, the band reached Wachovia. They found a deserted cabin formerly occupied by a frontiersman named Hans Wagner. Crowded into this welcome shelter, they celebrated their arrival with a love feast and sang a hymn composed for the occasion. The hymn was sung to the accompaniment of wolves howling in the wilderness.[5]

"The settlers [at Bethabara] had, in less than one year, laid the foundation of a European-style civilization where none had existed. And though the 'house of passage' may not have been intended as a permanent venture, as its name indicates, Bethabara did continue to prosper throughout the latter part of the eighteenth century."[6]

At the close of 1756, the population of Bethabara numbered sixty-five - eighteen married people, forty-four single Brethren, one boy, and two infants. "Growth and prosperity attracted travelers. It was also known that this outpost in the wilderness offered hospitality. Located on the ancient trail to Virginia, Bethabara was visited by other settlers and Indians. In 1754 by March the Brethren had 103 guests, and in 1755, not less than 426. Cherokee, Creek and Catawba Indians halted there, and more than five hundred persons passed through the settlement in 1757 and 1758. The Indians described Bethabara as a place 'where there are good people and much bread.'"[7]

On 30 June 1759 the second Moravian town at Wachovia, Bethania, was laid out. And on 6 January 1766,the Moravian records show that Salem, which was to become the largest of the three Moravian towns, was laid out.

Rowan County Established

In 1753 because of the influx of settlers, the northern portion of Anson County was formed into Rowan County, named for Matthew Rowan who became governor the same year.[8] The new county included the entire northwestern part of present North Carolina. Rowan County remained the same in size for almost twenty years until 1770 when Guilford and Surry Counties were cut off from Rowan. It was not until 1836 that Rowan was reduced to its present boundaries, so for eighty-seven years Rowan was the largest and most populous county in the province.[9]

Establishment of Salisbury

Salisbury was established in 1753, in the same year that Rowan County was created. The incorporation of the town of Salisbury occurred two years later in 1755. The town was located six miles from Trading Ford and in the midst of early settlements. St. John's Lutheran Church was organized in Salisbury in 1768. Three years later it was reported that "near three thousand German-Protestant families" had settled in Rowan, Orange, Mecklenburg, and Tryon Counties.[10] Rumple lists the following persons "who played a more conspicuous part in public affairs among the early settlers in Salisbury: James Alexander, John Lewis Beard, John Dunn, Esq., William Temple Coles, John Frohock and Thomas Frohock.[11]

"On June 17, 1755, Governor Dobbs undertook a trip to the western parts of his province. While discussing his trip in a letter to the Board of Trade, he made the following remark: '... the Yadkin ... is a large beautiful river where is a ferry [Trading Ford]. It is near 300 yards over, it was at this time fordable scarce coming to the horses bellies. At six miles distant I arrived at Salisbury, the

county town of Rowan. The town is but just laid out, the courthouse built and seven or eight log houses erected.'"[12]

"At least fifteen of Salisbury's inhabitants were tradesmen. There was a candlemaker, a doctor, two lawyers, a potter, three hatters, an Indiantrader, a weaver, a tailor, a tanner, a farmer, a butcher, two merchants and a wagonmaker. Sixteen inns were licensed in Salisbury by the end of 1762."[13]

Trading Ford Settlements

Thirty miles down the Yadkin from the Shallow Ford was the Indian Trading Path that brought settlers from Virginia down through North Carolina in the early 1750s to the Trading Ford area. There were several settlements near this important ford, including the Trading Ford Settlement. The ford was only six miles from Salisbury.[14]

The Irish Settlement 1752-1762

"By far the largest of the frontier settlements was that centered at Thyatria Church and known as the Irish Settlement. During the decade after March 1752, more than 100 families, nearly all of Scotch-Irish origin, obtained title to land there. Few of these immigrants were men of means, and few were elected or appointed to public office. Nevertheless, they comprised the bulk of the Presbyterian population, the largest single group on the northwest frontier."[15]

The Irish settlement was located in the headwaters of Second Creek thirty miles southwest of the Shallow Ford. By the spring of 1749,the settlement consisted of at least fourteen families. "With respect to the settlement process, few names carry greater significance than that of James Cathy. He and his son George were the leaders in the organization of what was probably the first English-speaking settlement to be established in North Carolina (or, indeed, in the entire South,

exclusive of Virginia) so far from a navigable river. Moreover, it was on George Cathy's land that the settlers constructed the earliest known religious edifice west of the Yadkin -- Thyatria Presbyterian Church."[16]

Lefler in his history of North Carolina describes the qualities of the Scotch-Irish settlers:

> The Scotch-Irishman was described by some writers as 'clannish contentious, and hard to get along with.' He was usually well 'set in his ways' as illustrated by the prayer attributed to him, 'Lord grant that I may always be right, for Thou knowest that I am hard to turn.' His thrift was proverbial and it was said of him, 'The Scotch-Irishman is one who keeps the commandments of God, and every good thing that he can get his hands on.' In spite of these ascribed qualities -- or perhaps because of them, the Scotch-Irish made a great contribution to the growth, expansion, and development of North Carolina. They established Presbyterian churches throughout a wide area. Within a short time they established schools.[17]

CHAPTER 2

THE SHALLOW FORD

It is entirely fitting that the Shallow Ford be made the first chapter in this book for it was the gateway not only to the Bryan Settlement and Shallow Ford Country but also for those settlements reaching to Charlotte and into South Carolina and Georgia, and later, into Tennessee and Kentucky. It was the most important landmark on the long Yadkin River. In the 18th Century locations were given in distances from Shallow Ford. For instance, Squire Boone settled at Bear Creek, twelve miles below the Shallow Ford. The town of Salisbury was thirty miles south of the Shallow Ford.

Many roads were built to or from the Shallow Ford in the 18th Century. Some of these roads authorized by Rowan County are as follows:

July 13, 1763. A wagon road be built the nearest and best way from the Shallow Ford upon the Yadkin River to the town of Salisbury.

Jan. 9, 1765. Ordered that a road be laid out from White's Ford [Rockford] on the Yadkin River to the Shallow Ford on said river.

Oct. 17, 1766. Ordered that a road be laid out from the Shallow Ford upon the Yadkin River to the ford called Etkin [Elkin?] on said river.

Feb. 15, 1770. To lay out a road from the road that leads from the Shallow Ford, the nearest and best way, through the great Brushy Mountains to George Boon's at the mouth of Beaver Creek.

August 5, 1774. Commissioners appointed to lay out a road from the Shallow Ford in Surry County, through the Counties of Surry, Rowan, Guilford and Cumberland, to join the road through Guilford to Cross Creek [Fayetteville].[1]

The Great Wagon Road

This interstate road, running from Pennsylvania to Georgia, that served as a major emigration and travel route for almost 200 years, began as buffalo paths and Indian trails. A treaty with the Indian nations in the 1740s opened up the road for emigration. The Moravians who came to Wachovia in 1753 and the even earlier settlers who occupied the rich river lands came down this road. Many other emigrants went on to South Carolina and Georgia, also westward to Kentucky. Later, it was to become a route used by thousands of wagons, carriages, stagecoaches and even armies until the beginning of this century.[2]

The road entered Forsyth County through Germanton, Rural Hall, Bethania, Pfafftown, Vienna and Lewisville, then crossed the Yadkin River at the Shallow Ford, going on through Huntsville, Mocksville and Salisbury and then on to Georgia and to points west. The route of the Great Wagon Road through Forsyth County is shown on a Historic Map of Forsyth County (1975).[3]

Lewisville And The Shallow Ford

The location of the Shallow Ford is usually given as being west of Lewisville, N. C., in the bend of the Yadkin River, near the West Bend bridge. Contrary to the generally accepted history of Lewisville which began with Lewis Lagenauer about 1860, it is one of the oldest places in Forsyth County. General Cornwallis brought his army through this settlement that was later to be named Lewisville, when he crossed the Shallow Ford and passed through Forsyth County in 1781. At this settlement, at that time, were the Old Dutch Meeting House [Lutheran 1777] and the Concord Methodist Church [1781].[4]

The Lewisville settlement was located about six miles east of the

Shallow Ford on the Great Wagon Road. The Shallowford Road from Salem joined the Great Wagon Road at the settlement and went on to the ford with it.[5] The settlement served as a rest stop for the Shallow Ford and was supported by traffic on the Great Wagon Road and the Shallowford Road from the town of Salem. The settlement consisted of a campground, a store, a tavern and a few houses. The location of the campground, with the store across the road from it, was about 100 yards north of the present location of the Lewisville Baptist Church. The tavern, also on the east side of the road, was located between the campground and the present location of the Lewisville Methodist Church. As a child of six or seven years, I remember seeing large covered wagons and the remains of campfires at the campground. The flooding Yadkin had to fall to a depth of about three feet in order to be considered safe for crossing. Many travelers camped in the big schooner-type covered wagons, while those not equipped for camping stayed in the tavern.

The Shallow Ford is not some vague shallow place in the bend of the Yadkin River, west of Lewisville, that existed only in the distant past, but it still exists today very much as it was 250 years ago. Crossing at the Shallow Ford was possible because of a rare, natural rock formation reaching across the river, about 18 inches under the surface of the water, when the flow of the river was normal. The almost level rock formation literally provided a paved roadway across the river, beneath the surface of the water. When the flow of the water was low or normal, crossing the river was safe enough; but when the river was swollen by up-river rains, there was real danger of horses and wagons being swept off the ford and carried down the stream. There were camp-grounds on both sides of the river where travelers waited for a safe water level.

The site of the Shallow Ford may be seen from the West Bend-Huntsville bridge on the Shallowford Road. The ford is located about 800 yards south of the bridge, beyond the rocks that may be seen when the water is normal or low. The old approach road to the ford from the east ran roughly parallel to the present Shallowford Road, from its crossing of the Williams Road. The distance from Williams Road to the ford is .8 mile. The west end of the ford is in Yadkin County, the river being the line between Forsyth and Yadkin counties. The wooded areas on both sides of the river contain the remains of old roads that approached the ford. The property on both sides of the river is privately owned. As this is written, access to the ford is only by permission of the property owners or by the river. Markers by the N. C. Division of Archives and History are being placed near the West Bend bridge and give a very brief history of the Shallow Ford. For several years, markers similar to these have been located at the Forsyth River Park, five miles up the river, at the Yadkinville highway bridge.

HUNTSVILLE

The historic town of Huntsville is located just west of the Shallow Ford, on Shallowford Road and the former Great Wagon Road. The town was not established until 1792 after most of the historic events attributed to Huntsville had occurred. Edward Hughes had a tavern located on the west side of the Yadkin near the Shallow Ford in ca 1753, and there were settlers at the ford in 1748, or earlier, in the Bryan Settlement. The Battle of the Shallow Ford was fought in 1780 in the area that was to become the town of Huntsville. Huntsville had become a rapid growing community by the time of the Civil War (see Huntsville History).

Difficulty Crossing the Ford

Many travelers found difficulty in crossing the river at the Shallow Ford, including Lord Cornwallis and his army. I often wondered how travelers knew the depth of the water at the ford since it was so critical to a safe passage. In 1953, I learned from a Mr. Kelley, of Huntsville, that there was a rock in the river near the ford that was known as the **ford rock** by which the depth of the water could be determined.[6] If a part of the ford rock was not showing above the surface of the water it was not safe to cross. There was no way that all of the thousands of travelers that passed over this route could know about the ford rock as a means of judging the depth of the water;many must have lost their lives when they attempted to cross when the river was flooding.

According to Christopher Ward in The War of the Revolution,"Rising waters on the Yadkin made the Shallow Ford impassable in February 1781, forcing Cornwallis to give up the pursuit of General Greene's army for several days. This delay gave Greene's forces badly needed time for rest and reinforcement."[7] The account continues from Moravian records: "February 8: Yesterday and today many wagons have passed, with whites and blacks fleeing to Virginia. This evening we heard that the English army under General Cornwallis had passed the Shallow Ford." And again on February 9: "About noon the English really arrived here. As they arrived order was given that cattle for butchering should be furnished, and as that was neglected, more than sixty were killed during the day, of which about thirty were seized here; this did not include the sheep, geese and chickens which they took. Two wagons were sent to the mill for meal, and scarcely had they left when a sharp order was given, with threatening penalty for non-execution, for twenty good horses to be ready by six o'clock."[8]

"While Cornwallis was delayed for several days at the ford, his soldiers raided the farm of Joseph Williams at Panther Creek, just below the ford. Williams, in charge of a regiment of Whigs, was absent at the time of the raid. His wife, being informed of Cornwallis' approach, according to Williams family history, provided for the safety of her two oldest sons and the slaves and took her young baby on horseback to Granville County, where her relatives lived."[9] Another example of the difficulty of the passage at the Shallow Ford was given by Robert Paine, traveling with Methodist Bishop William McKendree, passing through western North Carolina in March 1824. After being detained two days by the flooding Yadkin, they decided that they must go on if there was any possible way of crossing. Paine gave the following account of their passage: "Ascertaining that there was a large canoe, dug out of the body of a large tree, lying a mile or two above, we presently got it floated down, and quickly carried all of our baggage and equipment across....Then the horses swam over by the side of our craft, and finally the carriage was placed astride it and carried over."[10]

Milton Thrift writes in the "Memoirs of Jesse Lee" that Lee, an early Methodist circuit rider, said a few days after June 23, 1874, he experienced a very singular display of Providence, in the preservation of life.

> Crossing the Yadkin River, it being deep, the current strong, and he not being well acquainted with the ford, he presently found himself among cragged rocks which were concealed from his view by the darkness of the waters; this was a critical juncture; for one moment his horse was swimming, then plunging over the points of rugged rocks. While Mr. Lee was encumbered with a greatcoat, with his saddlebags on his arm, and being but an indifferent swimmer, he had but little expectation of being delivered from the danger that then threatened him; but through the good Providence of God he was brought through unhurt, and his life preserved for further usefulness.11

The Moravians recorded in their diary at Salem, Dec. 18, 1779, the following incident at the Shallow Ford: "We hear that at the Shallow Ford a wagon has been taken from the river, and in it were two or three chests containing good clothing and other things. Bedding had been taken from the river, and it looked as if the family had been drowned." But on Dec. 19, there was better news recorded: "We have heard more about the accident reported yesterday. A wagon stuck fast in the Little Yadkin [Yadkin] and the family left it; during the night the two persons who remained in it discovered that the rising water was lifting it and got out in time and went to Richmond, so no one drowned."[12]

Richmond Town

The town of Richmond was located near Donnaha, a short distance from the Yadkin River. Andrew Jackson, later President of the United States, was admitted to the bar at the Richmond Court-House. Richmond was the county seat of Surry County from 1774 to 1779. The Richmond Court-House was ready for use in 1774 and Moravian records say that Col. Martin Armstrong drew the plan for Richmond Town. Over fifty lots were laid out, and several were sold. Tradition has it that there were about twenty houses in the town when the end came.

> The last reference to "Lots in Richmond" occurs in a deed from Enoch Franklin to Jacob Conrad, in August, 1830. Some time thereafter there came the appropriate and dramatic end of Richmond Town. Not often does an ending so appropriately fit the beginning! Jealousy, rivalry, and self-seeking at the beginning, accompanied by injustice toward a neighboring landowner. Fifteen years a County Seat, but of those nine years of war, local as well as national, for there were many Tories along the Yadkin. Later chances for speculation spoiled by the division of the county. A hamlet sinking in character, and in the esteem of neighbors, until current gossip said: "If you want to go to hell you need not go further than Old Richmond." And then a cyclone,---a cyclone so intense that it literally swept the wicked little place off the face of the earth, blowing the Court-House doors yards away up

the hill, and scattering shingles as far away as Danbury and Germanton, if tradition may be believed! And the town so destroyed was never rebuilt. Donnaha lies at the foot of the hill, but it has no direct contact with the past, and what was the center of Richmond Town is now a field of wheat, only residents a pair of partridges, who fled at the approach of visitors and refused to show their home![13]

Shallow Ford And Shallow Ford Country In 1840

My grandfather, F. L. Reynolds (1834-1923), writing near the middle of the 19th century, had this to say about the Shallow Ford and the surrounding area:

> In 1840 there were but few ferries on the Yadkin River. Roads on both sides of the river led to the Shallow Ford, at this time the main crossing of the river. There were no steam mills then and but few flour mills, though there were corn mills in every section: Ben Hauser's mill on Muddy Creek below Bethania and Clauses' mill on the Yadkin River, below Clemmonsville. There was a year of remarkable drought. Most of the branches went dry. People would walk across the river at Shallow Ford on the rocks, and they had to go to Danville, Virginia to get their grindings, as the mills here were without water.
>
> In 1844 there was not a cook stove in this county [then Stokes Co.]. There were less than forty buggies or carriages in this county. In fact, most of them were handmade. Nearly everybody rode horseback. Young ladies prided themselves on their horsemanship and I remember some of the young girls could manage their horses much better than the boys. All the creeks and even the little branches were full of fish, catfish, sun perch, suckers and eels. There were fishing flues on the Yadkin River, where with a long seine, many fish were caught including many shad.[14]

My uncle, Bayard Reynolds, who lived to be 95 years old, said that my grandfather made trips from his home on Shallowford Road to the counties west of the Yadkin selling fruit trees after the Civil War (he was wounded at Gettysburg.) Money was extremely scarce during the reconstruction period after the war and my uncle said that his father traded fruit trees for just about anything: chickens, eggs, corn, potatoes, etc. He always crossed the river at Shallow Ford,

coming and going. There were ferries nearby but they charged 25¢ to carry his horse and wagon across and he did not always have 25¢ in his pocket.

The Shallowford Road

The Shallowford Road, running 17 miles from Salem to the Shallow Ford, on the Yadkin River, was one of the most important roads in Western North Carolina from 1753 until 1914. The old Shallowford Road mentioned in Moravian Records apparently served to give Salem primitive access to the Shallow Ford and to the territory west of the Yadkin, from 1753 until 1772, but it failed to bring the desired traffic from the Great Wagon Road by Salem. A much better road was a necessity for this purpose.

In order to get their share of traffic from the Great Wagon Road and the area west of the Yadkin, Records of the Moravians show that the Salem diarist recorded on March 16, 1772, "that a new road had been laid out from Salem to the Shallow Ford and opened."[15]

This new Shallowford Road, laid out by the Moravian Road Master, was a masterpiece in colonial road construction. The road followed ridges that permitted drainage from both sides, thus preventing mud-holes and making maintenance less difficult. It was built as an all-weather road which was indeed rare in those days. The road today follows almost exactly the route that was laid out 220 years ago.

On September 27, 1772, committees from Salem, Bethabara and Bethania met in Bethabara and decided how the roads in Wachovia would be maintained by the towns. A list was made of the roads and their lengths that were to be maintained by each town. The road that was laid out from Salem to Shallow Ford in March 1772 was listed as ten miles in length and to be maintained by Salem. Ten miles of this road from Salem to the ford would end at the Lewisville settlement, where

it joined the Great Wagon Road and ran on to Shallow Ford with it. It is seventeen miles from Salem to Shallow Ford.[16]

In maintaining the road to Shallow Ford, the town of Salem agreed on June 29, 1772, "to pay a Mr. Gentry L20 to build a bridge over Muddy Creek, on the Shallowford Road, as otherwise trade with Salem will be much hindered." The Salem Diarist reported on November 30: "the bridge on the Shallow Ford Road is finished and William Gentry has been paid for his work. The neighbors had given us reason to believe that they would build the bridge on the other side of the creek to firm land but they refused to do this. The committee who made the other contract with Gentry have arranged with him to finish the work for forty shillings and a gallon of whiskey."[17]

The Shallowford Road was the main entry into the territory that is now Forsyth County from the west in the 18th and 19th centuries. This was due to the Shallow Ford, the greatest and the safest natural crossing place on the rocky and dangerous Yadkin River. The Shallowford Road carried the traffic of the Great Wagon Road from the ford to the Lewisville settlement where it went directly to Salem, and the Great Wagon Road turned to Bethania, missing the other towns of Wachovia entirely.

My parents were living on the Shallowford Road, just west of Muddy Creek, when I was born in 1904. My earliest memories of the road included the fact that its surface had been stabilized with crushed stone and top-soil because of the heavy traffic that it carried. The big schooner-type covered wagons outnumbered all other vehicles on the road. This was because their owners would be away from home in the western counties for at least three or four days in Salem or Winston selling their tobacco and other farm products, then returning home with manufactured products. They camped in the big covered wagons.

I remember being in Winston in 1911 or 1912 with my father and seeing wagons parked on the streets everywhere. My father left his buggy on the street but took the horse to a stall under a warehouse. The tobacco warehouses provided extensive public stables beneath their floors. One of the warehouses, I believe that it was Brown's, housed a large farmer's market where farm products grown all the way to the Blue Ridge could be found. As a child, I was especially interested in the chestnuts that some of the wagons carried. Some years later the blight killed all of the chestnut trees in western North Carolina.

From 1753 to the end of the ferries on the Yadkin, there were ferries at or near the Shallow Ford that offered a "dry" crossing of the river. Most of these ferries during this 160 year period used the Shallowford Road. The Historic Map of Forsyth County (1975), reveals the importance of the Shallow Ford and the Shallowford Road.

I have lived on or near the Shallowford Road most of my life. My father moved his family and his nursery from Lewisville to the Country Club Road in Winston-Salem for seven years, beginning in 1917. But it was still the road that the Moravians built to the Shallow Ford in 1772, the Shallowford Road, the city had only changed the name of a small length of it. I now live in one of the largest real estate developments in the recently incorporated town of Lewisville, Shallowford Lakes.

The Moravians used two separate words when referring to the Shallow Ford or the road to the Shallow Ford. This is still correct though the two words were combined through usage and loss of meaning over the years when reference is to the road only.

Battle of the Shallow Ford 1780

Several incorrect accounts of this battle have been published. Recently discovered, unpublished information by the Yadkin County Historical Society will correct earlier accounts. The corrected version by the Historical Society is as follows:

On October 14, 1780, 300 Patriots engaged from 300 to 400 Tories near the big poplar tree and Battle Branch. The battle is called either the battle of the Shallow Ford or the Battle of Battle Branch.

The Tories were commanded by Captain (or Colonel) Gidion Wright, who had previously served as a Justice at the first Surry County Court-house near Donnaha in Forsyth County. The Patriot force consisted of 160 Virginia Cavalry commanded by Major Cloyd and 140 Surry and Rowan County Militiamen. A battle of several hours duration ensued covering several acres, including a portion of present-day Huntsville. Fifteen Tories were killed (including Captains Bryan and Burke) and four wounded (one of whom was Captain Lakey, mortally wounded and captured).

Two Patriot messages preserve important information the pre and post battle situations. One from General Jethro Sumner written at "Camp Yadkin" October 13, 1780, reported receiving news on October 11, 1780, from Colonel Joseph Williams and "Mr. Lenear" (Robert Lanier) that "the Tories were getting very troublesome in Surry, being embodied to the number of three or four hundred." He also reported that "one Wright [Gidion Wright], their head man," was sending in several of his men to Charlotte to get a way open to join the British army." Sumner then detached a party of 300 foot and a few horse under the command of Col. Peasley to cut them off from Charlotte."

Colonel Peasley later reported to General Sumner that "Last Saturday (October 14) we were within almost one and a half miles of the Shallow Ford when we heard a foray. Thinking that our light infantry was engaged, we advanced with all possible speed and discovered that the Virginians and some of the Surry Troops had attacked three hundred Tories under Colonel Wright."

Peasley's account mentions the death of Captain Francis, that four had been wounded, and that the enemy had fifteen killed, and named Captains Bryan and Burke, with Captain Lakey mortally wounded, and that three more wounded were taken prisoner.

After the battle, Dr. Bonn of Salem sent an apprentice to tend the wounded. Local ladies brought water to the wounded and cared for them in their homes.

John Bryan had been a member of the Rowan County Militia, but excused himself to fight as a Loyalist (Tory). He had been in Kentucky and had returned only a short time before. In Kentucky he had talked with his kinsman, Daniel Boone, who was married to Rebecca Bryan. It has often been said that Daniel Boone saw trouble coming and that this was one of the reasons that he left North Carolina and moved to Kentucky.[18]

Exploring The Shallow Ford

I have lived most of my life at Lewisville, within a distance of five miles from the Yadkin River. I fished trot lines in my youth and was involved in float trips from the Yadkinville highway bridge to Idol's dam, below Clemmons. Later, I hunted quail and geese in the river bottoms at Panther Creek. I saw the flooding Yadkin, from hill to hill, at the Yadkinville highway bridge in the 1916 flood. I saw the river frozen over eight inches thick at Idol's dam in the winter of 1939-1940. I was interested in the history of the river and the surrounding areas and had started making pictures of places like the Squire Boone Memorial at Mocksville and the "Dutch" Meeting House (1777) at Lewisville. I knew little about Shallow Ford.

In 1953, I was photographer (no pay) for the Lewisville Citizen, a monthly newspaper published by the Lewisville Civic Club. Floyd Hauser, a fellow member of the club and a business associate, and I were in Huntsville taking pictures of historic gravestones. Someone told us that we should investigate the Shallow Ford and gave us the names of two persons "who knew a lot about it."

On August 2, 1953, Hauser and I had a conversation with Mr. J. E. Black, of the West Bend community, in regard to the Shallow Ford. Mr. Black told us where to look for the old abandoned Shallowford Road

that led to the ford from the east, on the Forsyth County side of the river. This old road was also known as the Great Wagon Road that ran from Pennsylvania to Georgia. Mr. Black directed us to go west from the Williams Road, which is about .8 mile from the river and the ford in a route almost parallel to the present Shallowford Road. We left the Williams Road about 200 yards south of its intersection with the Shallowford Road and headed west through a wooded area toward the river.

About 175 yards from the Williams Road, there was a bare spot among the trees where the leaves had blown away. On the north side of this bare spot, we saw our first material evidence that the Shallow Ford ever existed. It was a large boulder, about four feet high, above the ground, with a flat place on it that had a heavy cast iron marker attached with large bolts that read:

Daniel Boone's Trail From North Carolina to Kentucky, 1769

Erected by the N. C. Daughters of the American Revolution.

The marker was difficult to read because of corrosion or rust, although the letters were large and raised from the surface. I rubbed chalk over the lettering and made two photographs of the boulder and the marker as Hauser was reading it. Since it was late in the afternoon we decided to go no further, but we had definitely located the old approach road from the east to the Shallow Ford.[19]

On August 14, Hauser and I went to Huntsville and talked to the other person that knew about the ford, Mr. E. D. Kelley, age 84. He seemed to know everything about the Shallow Ford. He told us about the Shallow Ford rock; how to find the west entrance to the ford and and how to trace the approach road from the east. The approach road was located at the marker we had found, then down by the upper end of the old Joe Bitting mill dam and on down to the east bank of the river. Kelley also told us about another D.A.R. marker on the west side of

the river, near the ford. He assured us that we could easily wade across the river at the ford,for the water level was low at this time of the year. I suggested to Hauser that we go down and try wading across the ford, but he would have nothing to do with entering the river; he said that his brother had drown in the river.[20]

I invited four other members of the Lewisville Civic Club, Who were not afraid of trying to cross the river at the ford with me, to go back on August 15. Gwyn Jennings, Robert Martin, Sam Needham and Shermer Martin were willing to join me in the venture. We went to the west side of the river to start our activities as Kelly had suggested. We found a second marker, like the one that Hauser and I had found on August 2. It had the same inscription and was bolted to a solid rock ledge, near the west end of the ford, about 50 yards from the river. I chalked out the lettering on the marker and made two photographs of it, one including Gwyn Jennings and Sam Needham,the other included Robert and Shermer Martin.[21]

We then went down the west bank of the river and found the west entrance to the Shallow Ford. I am sure that it was only by Kelley's directions that we found it, but 35 years later, I do not remember his directions. It could have been by the distance from the ford rock that he talked about. To the best of my memory, the ford rock was the largest rock of a cluster of rocks in the river, in the vicinity of the ford. Apparently the depth of the water on the ford was gauged by the amount of the ford rock that was showing above the surface of the water. Thus, when the right amount of the ford rock was showing, it was safe to cross the ford. There was no sign of the old roads or ramps down the river banks on either side of the river because of the residue from continual flooding.

We put on the old shoes that we had brought along, rolled up our

pants legs and waded in, carefully at first, but we gained confidence when we found that the water was only 12 to 16 inches deep, with no mud but a smooth rock bottom. I observed that the river was broader here than it was further up-stream; the water was also running slower. I was carrying a press camera, and when I reached the east end of the ford, I made two photographs of our party strung out across the ford. The men wanted to see the D.A.R. marker that Hauser and I had found August 2; so we walked several hundred yards east to the marker, then traced the abandoned approach road from the east back through the wooded area back to the bottom land, on the east side of the river near the ford. We then waded back across the ford to the west side of the river, where we had started out. [22]

We had joined the small number of persons who had crossed at the Shallow Ford since it was abandoned in 1920. We had also joined the multitudes of Indians, soldiers and civilians who had waded across the river at the ford during the past thousand years. As we left the ford, we traced an old approach road from the west, running at an angle up the grade toward Huntsville; there were large trees growing in it. The old road had to be related to the ford. Thus ended our adventure at the ford that day in 1953.

The Shallow Ford Rock Formation

About two weeks after our adventure at the ford, I heard that the water level in the Yadkin at the Shallow Ford was extremely low. Gwyn Jennings, Robert Martin and I went back to the ford. We were surprised to see one of the world's most remarkable structures that was hidden before by the flow of the water. Pictures that I made, showed the rock bottom of the ford reaching from bank to bank and about 300 feet up the river. There was a windrow of loose rock that had washed up

on this smooth base to the Shallow Ford.

The most remarkable of all is the fact that the great formation was formed with the natural fall in the elevation of the river, at an even depth. When the flow of the river is normal, all of this marvelous "pavement" is covered up with water, leaving no outcroppings or other evidence of the structure's existence. Thus, it is only in periods of extreme drought that this natural wonder of creation can be seen. It was apparently created for the Shallow Ford and it is still there, a hidden memorial to innumerable travelers of past centuries.

The Island at the Shallow Ford

There is now an island in the river just below the Shallow Ford. The ford is located between the sub-surface rock cluster that is visible from the West Bend bridge on the Shallowford Road, and the island, which is also visible from the bridge.

When we explored the ford in August 1953, I saw no island, neither did those who were with me. We made no survey of the extensive rock formation under the ford but the photographs will attest to its existence. The present island may have been formed at the south end of the rock formation, starting from an accumulation of loose rock on the surface.

Boone Trail Markers and the D.A.R.

The Boone Trail markers that were found in the approach roads to the Shallow Ford were a part of an interstate effort in 1913 by the North Carolina Chapter of the Daughters of the American Revolution to mark the blazing of Daniel Boone's Trail from North Carolina to Kentucky in 1769, as an emigration route to the western frontier. Mrs. W. N. Reynolds was State Regent of the North Carolina Chapter

of the D.A.R., and Mrs. Lindsay Patterson was Chairman of the Boone Trail Committee. The following is from Mrs. Patterson's report in the D.A.R. records:

> Daniel Boone's Trail through North Carolina, lost for more than a century, has, after two years hard work, been accurately located and marked. The trail begins at his home on the Yadkin River near Salisbury, N.C., and enters Tennessee at Zionville, a distance of 150 miles. It passes through east Tennessee into Virginia, crossing Cumberland Gap into Kentucky, and ends at Boonesboro.
>
> Not only was the trail through North Carolina lost but even historians had forgotten North Carolina's leading part in building this new-world Appian Way, over which our forefathers traveled in ever increasing numbers, to open up the great Northwest. With them went law and order, civilization and religion.
>
> Twelve boulders have been placed along the trail, marked by tablets on which is inscribed "Daniel Boone's Trail from North Carolina to Kentucky, 1769, erected by the N. C. Daughters of the American Revolution." A list of places marked will enable the reader to follow the trail across the state:---Home near Yadkin River; 2, Shallow Ford; 3, Huntsville; 4, Yadkinville; 5, Wilkesboro; 6, Holman's Ford; 7, Elkville; 8, Three Forks Church; 9 Boone; 10, Hodges Gap; 11, Graveyard Gap; 12, Zionville.
>
> His cabin near the Yadkin was on a beautiful bluff overlooking the horseshoe bend in the river, and is almost as wild and isolated now as when the hardy pioneer made it his home. There the first tablet was placed, on the arrow-shaped stone that marks the spot. The next marker is at historic Shallow Ford, where Cornwallis crossed on his way to fight Greene---and later still, made more famous by Winston Churchill in his book, The Crossing. The tireless State regent and the chairman went in their cars, and with invited guests, followed the trail, attending and participating in all the exercises, and afterwards serving picnic lunches. One of the most enthusiastic unveilings was held at the town of Boone, Watauga County where the boulder was placed in the Court House Square, and about six hundred people were present. Nothing that the N.C.D.A.R. has ever undertaken was met with such widespread enthusiasm and hearty support; no sooner had the chairman suggested that Boone's Trail be marked, than the different chapters subscribed money to carry the work to a successful conclusion.[23]

There was no mention of more than one marker being installed at

the twelve points enumerated, but three were found in the roads approaching the Shallow Ford. Only the first marker, found on the Great Wagon Road approach from the east, was a placed boulder. The second D.A.R. marker was found near the west end of the ford bolted to a natural, almost perpendicular rock ledge. The third marker, on a road approaching from the southeast, is bolted to the top of an enormous partially embedded boulder that has obviously never been moved.

The fact that Mrs. W. N. Reynolds and the committee chairman "with invited guests, traveled in their cars from point to point along the route -- where each tablet was unveiled," and the year being 1913, after the Yadkinville highway bridge was built across the Yadkin, the committee knew that the last days of the usefulness of the Shallow Ford were at hand. The D.A.R. committee did not expect the ford to be abandoned, even if its usefulness was at an end, or they would not have gone the length and expense to mount the markers permanently in the approach roads to the ford. The D.A.R. committee expected the Shallow Ford to be kept open as a historical landmark of the Revolutionary War, the Civil War, and as a vital link in the Great Wagon Road, immigration route to the south and the Boone Trail route to the west.

The Crossing by Winston Churchill

I had read somewhere that Winston Churchill had written a book about 1900 that added to the fame of the historic Shallow Ford on the Yadkin River, west of Lewisville. Later, I read the following statement by Mrs. Lindsay Patterson, Chairman of the Boone Trail Committee, in her report that was published in the D.A.R.Magazine in 1914: "The next marker is at historic Shallow Ford, where Cornwallis crossed on his way to fight Green -- and later still, made

more famous by Winston Churchill in his book, The Crossing."

I found that there was one library in the Forsyth County system that had a copy of Churchill's book. They kept it under lock and key and I understood that I was not to leave the room with it. It was a very thick book of 598 pages, a novel about the American Frontier at the time of Daniel Boone. Although I was interested in what Churchill said that added fame to the Shallow Ford, I saw that it was not practical for me to try to read it, I did copy a few pages and come excerpts follow:

> I was born under the Blue Ridge, and under that side which is blue in the evening light, in a wild land of game and forest and rushing waters. There, on the borders of a creek that runs into the Yadkin River, in a cabin that was chinked with red mud, I came into the world a subject of King George the Third, in that part of his realm known as the province of North Carolina.
>
> The cabin reeked of corn-pone and bacon, and the odor of pelts. It had two shakedowns, on one of which I slept under a bearskin. A rough stone chimney was reared outside, and the fireplace was as long as my father was tall. There was a crane in it, and a bake kettle; over it great buckhorns held my father's rifle when it was not in use. On other horns hung jerked bear's meat and venison hams, and gourds for drinking cups, and bags of seed, and my father's best hunting shirt...
>
> We crossed the Yadkin at a ford and climbing the hills to the south of it we went down over stony traces, down and down, through rain and sun; stopping at rude cabins or taverns, until we came into the valley of another river. This I know now was the Catawba...["crossing the Yadkin at a ford," fits the description of the terrain at the Shallow Ford, but at this place it is not identified as such.]
>
> From the Afterword: This book was named The Crossing because I have tried to express in it the beginnings of that great movement across the mountains which swept resistantless over the Continent until at last it saw the Pacific itself. The crossing was the first instinctive reaching out of an infant nation which one day was to become a giant. No annals in the world's history are more wonderful than this story of the conquest of Kentucky and Tennessee by the pioneers.[24]

I was disappointed not to be able to read what Winston Churchill said about the Shallow Ford. However, for now, we will have to take the word of Mrs. Lindsay Patterson that what he said made the ford more famous.

Who Owns the Shallow Ford?

The east entrance to the Shallow Ford is now definitely in Forsyth County, but this has not always been true. Before 1927, a part of Yadkin County known as Little Yadkin, on the east side of the river, included the east entrance to the Shallow Ford. In 1911, the legislature gave Forsyth County a small triangle of this land in order that the counties could participate in the building of the West Bend bridge across the Yadkin River. If Forsyth County did not gain ownership of the east entrance to the ford in 1911, it did in 1927 when the legislature altered the county line so that the Forsyth County commissioners could pay the Yadkin County commissioners $70,000 for the land known as Little Yadkin (County). The river then became the line between Forsyth and Yadkin counties.[25] Private ownership applies to the land on both sides of the river at the Shallow Ford.

Shallowford Picnic Grounds

The old picnic grounds between the West Bend bridge and the Shallow Ford may be the oldest natural park in western North Carolina. I remember this spot with its sandy river beach as a popular place for wading, swimming or picnicking in the 1931 depression.

In 1925, only five years after the West Bend bridge was built and the Shallow Ford was abandoned, the Rev. Douglas Rights made his boat trip down the Yadkin River to Georgetown, South Carolina. As he approached the West Bend bridge, he mentioned the fact that no monument had been erected to the abandoned Shallow Ford, then had this to say

about the old picnic grounds: "Both of us had guessed that we would sight the West Bend bridge by noon, but we were half an hour late. A halt was made at the picnic grounds below the bridge to quench our thirst at the spring. I had visited the spot numerous times before. It is a shady shore with a rock ledge nearby from which issues a spring of clear sparkling water out of the heart of the rock. We found the spring today but a tiny trickle, reduced by the long drought."[26]

There are two or more old road-beds that approach the ford from the west, running up and down the steep incline west of the river. At least six horses would have been required to pull large heavily loaded wagons up these very steep grades. There is evidence that there was a dry weather route on the strip of flood plane land between the river and the steep incline to the west, that went by the picnic grounds at the present location of the bridge and around on an easy grade to Huntsville. There would be no road cut remaining here because of the continual flooding. When we explored the Shallow Ford in 1953, we found the second D.A.R. marker bolted to a rock ledge further down this route, nearer the ford. The rock ledge that Rights mentioned with the spring was nearer the bridge.[27]

I found a notation in my diary of community events for 1953 that showed that the sandy beach at the picnic grounds was still being used. On May 25, 1953, I recorded "that four young people were drowned in the river below the West Bend bridge today." They were two of Robert Kimbrough's daughters drowned along with two boys from Yadkinville.

Today, the sandy beach is gone and the picnic grounds are covered with underbrush and weeds. The Kerr Scott Dam and Reservoir greatly reduced flooding on the river, permitting increased growth of brush and weeds on all flood plane land along the river.

The Third D.A.R. Marker

Scoutmaster Mike Jones, of the Lewisville Civic Club, took his troop of Boy Scouts on an outing near the Yadkin River in the summer of 1982. They found an unusual object in the woods at the side of a shallow ravine that was once an old road. It was a heavy, rusty cast iron marker fastened to the top of a partially embedded boulder with bolts.

Five years later, at a Lewisville Civic Club meeting, after I had talked about the Shallow Ford and the D.A.R. markers, Mike told me about finding the old marker. He could think of no one who would be interested in what he had found.

On December 5, 1987, 34 years after we found the two D.A.R.markers of Boone's Trail in other approach roads to the Shallow Ford, we had found the third marker. Mike Jones, Odell Mock, Ruff Pierce and I went to the site, between Williams Road and the river, and examined the marker and made photographs of it. The inscription on the marker in large, raised letters read as follows: "Daniel Boone's Trail from North Carolina to Kentucky 1769 Marked by the N. C. Chapter of the Daughters of the American Revolution." The marker was apparently located in an approach road to the Shallow Ford from Salisbury or the Trading Ford, thirty miles down the river?[28]

The Abandonment of the Shallow Ford

The building of the bridges across the Yadkin River in 1913-1914 had the effect of immediately establishing new routes which later became Highways 158 and (old) 421. The Great Wagon Road/Shallowford Road running through the Shallow Ford and Lewisville, that had been the main entry into Forsyth County from the west since the 1750s, vanished from the maps and became country roads that went nowhere in

particular. This closing of the main entry into Forsyth County from the west reduced the town of Huntsville to an isolated country village and left the Lewisville area without a highway.

The West Bend bridge, on the Shallowford Road just above the Shallow Ford, was built across the river in 1920; but this was to change nothing, only local traffic used it. People from the Lewisville area had to go to Clemmons or to the Yadkinville highway to start to places to the west. This isolation ended in 1960 with the building of 4-lane Highway 421 through Lewisville which crossed the river just above the Shallow Ford. From Highway 421, just west of Lewisville, on the Shallow Ford Road, it is less than three miles to the river and the ford.

It was really the coming of the automobile and the demand for bridges and better roads that was responsible for the abandonment of of the Shallow Ford. It is unfortunate that the historic forgotten ford that served so well and so long, was so quickly bypassed in a rarely traveled area. As I mentioned before, the D.A.R. erected three permanent markers in the roads to the ford after it became obvious that the bridges would replace the ford. But the D.A.R. committee did not expect that the ford would be abandoned although its usefulness had ended. They expected the Shallow Ford to be kept open as a historic landmark of the Revolutionary War and the Civil War, and as a vital link in the Great Wagon Road emigration route to the south and the Boone Trail route to the west.

In 1988, an effort was made to establish a North Carolina state park at the Shallow Ford. We found that North Carolina had a moratorium on the establishment of state parks, and we also found that local residents objected to the establishment of a public park of any kind.

The idea for the historic section of the park included a reactivation of the ford, with carriages, equestrians and hikers actually crossing the ford. The park would have provided an important tourist attraction for bus loads of people within a hundred mile radius of the ford.

We did not assume that such a historic park would be entirely self-supporting. Perhaps it is not too late for a historic Shallow Ford park in connection with a first class residential development, resort or country club.

After 72 years, since the abandonment of Shallow Ford, the site is still located on large tracts of land; wooded on the west side of the river with farm land on the east side. There is better than ever expectation that the site will be set aside for posterity with public access and placed on the National Register of Historical Places.

Tracing the Great Wagon Road

The Great Wagon Road that ran from Pennsylvania to Georgia was an Indian trail in the 1740s. A treaty with the Indian nations opened the trail to settlers from the northeast. This trail became an interstate road that carried thousands of settlers to the south and to the west in the 18th and 19th centuries.

In 1987, the Great Wagon Road Preservation Committee, with J.G.H. Mitchell and Aaron Miller, Co-chairmen, and Joe C. Matthews, Executive Secretary, traced the Great Wagon Road from Virginia to Stokes County. On June 13, 1987, markers were installed at the Walnut Cove Public Library and at the Rural Hall-Stanleyville Public Library. On the markers was the following inscription: "The Great Wagon Road, an Indian trading path that became a frontier road between Pennsylvania and Georgia in the 18th Century. The major road for settlers of the North Carolina back country passed near this site."[29]

Tracing the route of the Great Wagon Road through Forsyth County and the Shallow Ford has now been completed. The work continues in Yadkin and Davie Counties but much remains to be accomplished if tracing the Great Wagon Road is to be continued to the South Carolina border.

The effort of the preservation committee from 1983 until the present to trace the historic old road deserves more than a few lines about the installation of the markers. Mrs. Frances H. Casstevens, a Yadkin County historian, has written a book with co-author, John M. Gilmore, The Road to Everywhere: The Great Philadelphia Wagon Road Through North Carolina. The following are excerpts from the book:

> Several persons have done extensive research: June N. Koehen of Rural Hall; "Gid" Mitchell and his wife Rebecca of Walnut Cove who spearheaded the placement of the additional markers; Howel Boone of Davie County, an authority on early Rowan and Davie County records; John Gilmore, a member of the Soil Conservation Committee in Forsyth County; and Al Hudson, retired from the military, who plots deed metes and bounds, and pinpoints locations on the national topographical maps as well as takes documentary photographs.
>
> The great road from Philadelphia to Georgia, over which the Boones and the Bryans came to the Yadkin River Valley, is an endangered "species." Unless something is done to preserve the Great Road, in a few years even the deep trenches cut by thousands of wagons pulling heavy loads up the steep banks on both sides of the Yadkin River at the Shallow Ford may be buried by the bulldozer.
>
> Unless steps are taken now, to locate, document and preserve the ancient road, in a few years there may be no sign that it ever existed. This book is an attempt to prevent the "Road to Everywhere" from becoming the road that can be found nowhere.[30]

New Great Wagon Road Route Through Forsyth County

An article by Frank Tursi, Journal Reporter, "Research Puts Wagon Road in the Heart of Lewisville" was published in the Winston-Salem Journal, April 23, 1992.

The article states that local historians, Rod Meyer, the director

of Historic Bethabara Park; Kyle Stimson, the vice president of the Great Wagon Road Preservation Committee and M. O. Hartley, resident archeologist in Bethania, had after several years work traced out a new route of the Great Wagon Road through Forsyth County. The new route misses Rural Hall and Bethania where there are markers on the older route, and comes down by Germanton, Old Town Shopping Center, Pfafftown, Vienna, Lewisville and the Shallow Ford.

Members of the Great Wagon Road Committee and other interested persons attended a meeting at the Historic Bathabara Park on Saturday, April 25, to see maps and hear details of the points touched by the new route. After the meeting, members visited some of the points on the route.

Chapter 3

OTHER FORDS ON THE YADKIN

Unlike ferry locations, places where the Yadkin could be forded were scarce indeed, especially as the river became deeper downstream. In the river, below Donnaha, there were five fords: Shallow Ford, Aquilla Phelps Horse Ford, Harawood's Ford, Boone's Ford and Trading Ford. In the upper reaches of the Yadkin River where the stream was smaller, the best known of the seven upriver fords were the Yellow Bank or Donnaha Ford and the White Rock Ford, for which the town of Rockford was named. The other five fords were: Island Ford, Scritchfield Ford, Meetinghouse Ford, Bean Shoals Ford, and Sycamore Ford. There may have been some other fords between Rockford and Wilkesboro, but they could not be verified. On the upper Yadkin, the river is generally too rocky, making the finding of a suitable location for a ford more difficult, and also there is the problem of road access to the river location.

Since good safe fords were so scarce, they controlled the locations of the main travel routes in the eighteenth century and until after the first half of the nineteenth, when the larger ferries running on overhead cables came into use. They were dependable enough to justify the establishment of some new routes.

The idea that a ford is a shallow place in the river where horses could walk across is certainly false. The stream at that point had to have an even depth all of the way across, be reasonably smooth like a road, without mud or projecting boulders, with no deep holes or sand bars nearby. The quality that made the Shallow Ford and Trading Ford the best fords on the river was their unusual smooth rock bottoms all of the way across the river and the even depth of the water.

Fords were located where the river was somewhat wider than at the

average width of the stream. When Colonial Governor Dobbs crossed the river at Trading Ford in 1753, he said that the ford was 300 yards wide with the water scarcely coming up to the horses bellies,[1] but the normal width of Shallow Ford was only a little over 100 yards. When the water came up to the horses bellies, it was nearing the maximum safe depth. With a high wheeled wagon, like the old schooner and big horses, a crossing could be made in somewhat deeper water. All fords become dangerous with the rise in the depth of the water for the velocity of the water increases and if horses are swept off their feet down stream the results were likely to be tragic. Crossing the river at a ford in the winter and spring months was likely to be met with delays because of high water, but in the summer and fall months, it was very likely that a traveler could drive across the ford without any danger or delay.

Trading Ford and Sapona Town

The Trading Ford near Salisbury and the Shallow Ford west of Lewisville were the only fords on the Yadkin River where heavily loaded wagons and artillery could cross safely. In the Revolutionary War, American General Greene, being pursued by Lord Cornwallis crossed the river at Trading Ford but when Cornwallis arrived there the river was flooding and he went on up to the Shallow Ford, thirty miles further north, to cross. He also found the Shallow Ford too dangerous to attempt a crossing and had to wait for several days giving Greene ample time to prepare for the Battle of Guilford Court House.

There were some other fords located on the upper reaches of the Yadkin at the beginning of the 19th century. Fords were located at Donnaha, Sycamore, Bean Shoals and Rockford. Not being located on the main travel routes of that day, they did not become as well known

as the two famous fords further down the river. The earliest use of the fords on the Yadkin River has not been determined but it is assumed that they were all first used by the Indians. There is considerable evidence of an Indian settlement near the Shallow Ford and the ancient "Indian Town of Sapona" was located at Trading Ford. John Lawson, in his "New Voyage to Carolina," tells about his visit to Trading Ford and Sapona Town in 1701:

> Next morning, it providing delicate weather, three of us separated ourselves from the horses, and the rest of the company, and went directly for **Sapona Town.** That day we pass'd through a delicious country, (none that I ever saw exceeds it.) We saw fine bladed grass, six foot high, along the banks of these pleasant rivulets: We pass'd by the sepulchres of several slain **Indians.** Coming that day about 30 miles, we reach'd the fertile and pleasant banks of **Sapona** [Yadkin] River, whereon stands the **Indian** town and fort. Nor could all of Europe affort a pleasanter stream, were inhabited by Christians and cultivated by ingenious hands. These **Indians** live in a clear field about a mile square, which they would have sold me: because I talked sometimes of coming into those parts to live. This most pleasant river may be something broader than the **Thames at Kingston,** keeping a continual pleasant warbling noise, with the reverberating of the bright marble rocks. It is beautified with a numerous train of swans, and other sorts of water fowl, not common, though extraordinary pleasing to the eye.
>
> We took up our quarters at the King's cabin, who was a good friend of the **English,** and had lost one of his eyes in their vindication.[2]

Crossing Trading Ford to Visit Sapona Town

The December 4, 1879 newspaper, Carolina Watchman, carried an account of a party from its editorial and reporting staff crossing the Yadkin at Trading Ford in order to explore Sapona Town on the east bank. Excerpts from the account follow:

> The party reached the Yadkin River - anciently known as the 'Sapona River' - at the 'Trading Ford' without incident, and guided by the directions of an 'inteligent' freedman plunged boldly into the stream.

> The river is here about a quarter of a mile wide, but the adventurers were assured that the ford was good, and that the water would scarcely cover the hubs of the vehicle and so felt sure that if anything should happen they could easily wade out. But when the green waters rose higher and higher, finally entering the body of the conveyance, the 'head' of the expedition, who was acting as driver, declared that he was not going to return to Salisbury by that route, and the remainder of the party cordially concurred in his view of the subject. It must not be supposed that they were frightened, but the water was rather deep, and swift, and cold-looking, and the stream did appear unusually wide when they were in the middle of it. The Trading Ford is a famous old crossing place, used more than two hundred years ago by the Indian traders from Virginia, who traveled along the 'Great Trading Path', from Jamestown to the Catawbas, Waxauws, Cherokkees, and other south-western tribes.
>
> Fairly across the Yadkin, we found ourselves in the famous 'Jersey Settlement,' in Davidson County, and in the neighborhood of the ancient 'Sapona Town,' where in the spring of 1701, Lawson, the surveyor of the Propietaries of North Carolina, paid the Sapona tribe a visit. The place is very accurately described in his history. The 'mountainy ground,' on one side of the river, and the 'clear field about a mile square,' where the Indian settlement was, are still there as they were 178 years ago. And 'the continual pleasant warbling noise' of the 'silver stream' we heard today. And there too is the rich soil, and the beautiful islands sleeping on the bosom of the sparkling waters. The graceful swans and wild water fowl were not there, and the chirruping of the innumerable songsters on the trees was hushed on this December day.[3]

Trading Ford and Shallow Ford were centers where the settlement of the Yadkin River Valley began. In the early to mid-1750s, these fords provided a fast exit from the west side of the river during Indian attacks, until after the Cherokees were defeated in 1760. The settlers also liked the ability to hunt or to travel on both sides of the Yadkin.

The backwater of High Rock Lake covers the Trading Ford area but in the dry season the islands may be seen. At the lower end of the

islands is the old Trading Ford and the Dukeville power station is located near the west end of the ford.

A List of Ford Crossings on the Yadkin

ISLAND FORD - Located near the Mitchell River according to the Yadkin County Historical Map.

SCRITCHFIELD FORD - Located south of Island Ford on the Yadkin County Historical Map.

MEETINGHOUSE FORD - Located north of Rockford on the Yadkin County Historical Map.

WHITE ROCK FORD - Located between the Rockford River Park and the railroad at Rockford. The town of Rockford was named for this ford. U. S. Engineers Map of 1879.

BEAN SHOALS FORD - Location Bean Shoals, Yadkin River Islands State Park, from the history of Rep. Martin (1826-1911) by his family. (Pilot Mountain State Park)

SYCAMORE FORD - Located south of Bean Shoals according to Rep.Martin family records.

YELLOW BANK FORD or DONNAHA FORD - Location near Highway 67 crossing at Donnaha. Appears on historic maps of Forsyth and Yadkin Counties.

SHALLOW FORD - Located west of Lewisville in the bend of the Yadkin River. The Shallowford Road now crosses the river on the West Bend Bridge less than a mile above the ford. The Shallow Ford was a nationally known river crossing. It was shown on practically all early maps. Cornwallis crossed the river here with a British Army in 1781.

AQUILLA PHELPS HORSE FORD - Located east of present day Advance. (1700s) James W. Wall, "History of Davie County", p 44-45, Davie County Library.

HARRAWOOD'S FORD - Location - near present Highway 64 bridge,James W. Wall, "History of Davie County", p 44-45.

BOONE'S FORD - Located north of the fork made by the entry of the South Yadkin into the Yadkin River. Named for Daniel Boone, who is said to have crossed the river many times at this ford. U. S. Engineer's Map of 1879.

TRADING FORD - Located at High Rock Lake, near Salisbury. Made famous by the crossing of American General Greene in 1781 and also by the nearby Indian town of Sapona. Like the Shallow Ford, it had a rock bottom.

Fords on Yadkin River Tributaries

FISHER'S FORD - On the South Yadkin River, south of the shoals (site of Cooleemee). Alderman's Map of 1887, Davie County Library.

RENSHAW FORD - An important ford on the South Yadkin River, located about three miles north of the mouth of Hunting Creek. In 1881 John Welch was appointed overseer of a new road to Renshaw Ford. Davie County Records, Davie County Library.

VAN ETTON'S FORD - Located on Hunting Creek. On August 7, 1788, a group of 15 men were to view the road from Van Etton's Ford to Hugh Tomlinson's plantation. Rowan County Library.

PAILEY'S FORD - Located on Dutchman's Creek. Court minutes 1763, Rowan County. Parnet Stagnee was overseer of road from the South River to Pailey's Ford. Davie County Library.

Wooden Bridges on the Yadkin

There were among the early settlers men who could build grist mills and bridges from the materials they found in the wilderness. In 1755, the Moravians accomplished the task of building a mill with materials they found in the woods and the earth. It required two years but that was little enough time to get all the materials together and fashion the water supply, the water wheel, millstones, wheel bearings and pulleys. "Millstones were then located. quarried, shaped and dressed. The stone was discovered on Muddy Creek near

the future location of Friedberg. It was a full two years before the mill was completed, but soon thereafter roads led to it from all directions."[4] In maintaining the road from Salem to the Shallow Ford, the Moravians built a bridge over Muddy Creek in 1772.[5]

The first bridge thought to be built across the Yadkin River was located at Lewis Beard's plantation, seven miles from Salisbury. Ithiel Town, a native of Connecticut, was hired by Beard to build the bridge. The bridge was erected by Town in 1818, rested on five stone pillars and was of wood construction with a protective overhead cover. This was the model for other bridges that Town erected throughout the nation; he later patented the design.[6]

The Jonesville/Elkin Bridge: "The need for a bridge across the Yadkin was apparent to the young Gwyns and their brother-in-law. The bridge would allow the grist mill and store to serve a wider area, and it would greatly facilitate the shipment of raw wool, cotton yarn and fabric. A stock company was formed: construction was begun by a New England bridge builder named Lindsey. The bridge spanning the Yadkin River between Jonesville and Elkin, was opened in May 1872. At the time, it was the longest wooden suspension bridge in the world. The span was 210 feet. It was operated as a toll bridge, with the crossing fee being five cents."[7] It was a covered bridge.

A wooden bridge was built across the Yadkin River at Donnaha by W. A. Martin in 1909-1910. It was operated as a toll bridge. When it opened there was a big celebration. It was washed out by the 1916 flood.[8]

CHAPTER 4

YADKIN RIVER FERRIES

Ferries have been operating on the Yadkin River since the middle of the 18th century. One of the earliest on record was that of Edward Hughs (Hughes). He petitioned for a license to operate a ferry on the Yadkin at a place called the Shallow Ford in September 1753.[1] There were many ferries on the Yadkin from about 1750 until 1916, and a few operated in isolated locations as late as 1940.

The early ferries were mostly rough barges with the front and back (bow and stern) sloped to facilitate docking on doth sides of the river. They usually held only one vehicle with one or two horses and poled across the river with one or two men using poles 12 feet in length, standing on the downriver side of the ferry. With the bow of the ferry pointed slightly up the river, the poling held the boat against the current and at the same time it moved across the stream to the landing on the opposite side.

An increase in the depth of the water by only a foot or so made it much more difficult to pole the ferry across the river because the velocity of the current increased with the depth of the water. This made it very difficult to pole the ferry boat directly across the river. The ferrymen knew how high the water could be for one or two of them to safely pole the boat across the river to the landing. To fail, would present serious difficulties, if they were unable to pole the ferry back up-river to the landing against the current. The early ferries operated best in places where the river was wider with little current. Some of the smaller ferries tried oars to move the boat across the stream while still others pulled the ferry boat along a rope or chain that was stretched across the river. Poling proved more practical.

The counties licensed the ferries and in most cases set the rates that could be charged for passage. There are numerous county records where the commissioners ordered roads built to ferries or gave orders regulating them. Apparently the counties could require that a group of men build roads or work on the ferries. Much of the present information available on ferries comes from Rowan, Davie and Yadkin County records in their libraries. One such bit of information follows: "David Jones had a ferry on the Yadkin River in 1771. In 1777, Jones sold the ferry to Stephen Riddle and it became Riddle's Ferry. Still later, it became Idol's Ferry (south of Clemmons)."[2]

When the large steel cables became available after the Civil War, it revolutionized the ferry business. It became possible to operate ferry boats up to 60 feet in length that could carry two or three vehicles and horses with very little work required of the ferryman. The current propelled the ferry boat across the river and back. The The ferry was connected to an overhead cable with pulleys running on it that were attached to the up-water ends of the ferry boat through hand winches and cables. The ferryman had only to pull the ferry into the current a little with the winch and it glided across the river. He let off a little on the winch and the ferry pulled into the landing on the opposite side. The ferryman had only to repeat the procedure from the other end of the ferry to return.

There were risks involved with the cable-operated ferries because of their larger size, heavier weight and increased resistance to the flow of water, especially when the river was flooding. If the ferry broke away from its mooring during high water it was usually lost down the river. The craft would be too large to be poled back up the river if it were found intact. The danger was not from the possibility of the cable's breaking (the cables were an inch or so in diameter),

but from the anchors at either end of the cable. The cable ends were fastened to large trees on the river bank or to massive anchors made of cables, timbers or concrete, which could be washed away in a flooding river. Conrad's Ferry, near Lewisville, and the Yadkinville Highway Bridge, lost their ferry boat in the 1916 flood. Many of the ferries were closing at that time and they probably made no move to protect it. Some of the ferry boats were saved during flooding conditions by anchoring a long cable and fastening it to the bow of the ferry and letting it ride out the flood. With a ferry's narrow dimension facing the current instead of its side, the force of the current on the boat was much less.

One of the greatest dangers in the operation of ferries was from high-spirited and half-broken horses. There were tragic accidents when such horses were responsible for vehicles being thrown into the river and their occupants drowned, often with the horses tangled in their harness and lost. No ferryman would permit a horse or a team of horses to come on his ferry boat that were difficult to control.

In 1912, when the ferries on the Yadkin were still running, my father had apple, peach and pear orchards and grew strawberries at Lewisville. He sold his produce in Winston. He had a young horse that he called Nell that would trot the ten miles to Winston and back. One morning I was holding Nell's bridle while my father changed clothes before starting to town. She was hitched to a buggy with a pick-up body loaded with glass, gallon jugs of cider.

Nell suddenly reared up and broke away from me, running down the road in a gallop, with the buggy swaying from side to side. I knew that she was a "runaway" and that would ruin her reputation and her value. It might have turned out well if she had stayed on the road but she left the road for the woods where she soon ran into trees

wrecking the buggy, breaking some thirty jugs of cider. Dad gave her a deserved thrashing, although I had never seen him hit her before. It was only two years after this that most of the local ferries stopped running and Dad never tried to get her on a ferry. But after this incident, Nell turned out to be a near perfect horse - a friend to everyone.

The covered wagon was the predominant vehicle during the years of the fords and the ferries. Winston became a center for wagon building in the 19th century where several sizes and types of wagons were manufactured according to their purposes. The big schooner-type wagons were most interesting. They came in different sizes according to the number of horses that were required to pull them, usually from two to six horses. They were used in the great migration to the West in the 1800s. They carried everything necessary for camping including water and some food for the horses. Of course, travelers on horseback, in carriages or in stagecoaches had to stay in taverns, private homes or later in hotels. "Stage lines were not established until 1789, after the American Revolution, and long after such lines had been established in other states."[3]

Reese's Ferry

John Reese owned the ferry and it was operated by George Bryant according to Annie Holyfield Wall, granddaughter of Watson Holyfield. "The ferry was located in the bend of the river, above the low-water bridge. It reached the Yadkin side of the river between the Bohannon Mill site on the Yadkin River and Fall Creek. This ferry was probably built to facilitate travel to the Bohannon grain mill. After Frank Bland built the bridge at Rockford, the Reece family crossed it toll-free which may indicate that they closed the ferry at that time.

When the two-span bridge (at the island) was washed away, the ferry at the lower site was used again - until flooding washed it away. Then there was no way of crossing the river at Rockford until the low water bridge was constructed." (Miss Evelyn Holyfield, Rockford)

Holyfield's Ferry

Holyfield's Ferry was located at Rockford. "The ferry owned by Watson Holyfield was located at the south end of the park, the site of church baptisms today. Holyfield had built a home on the Yadkin County side of the river. Operators of the Holyfield Ferry were: Emyls Byrd, Early Wall, D. C. Wall, Ed Murphy, Necula Bryant, Wayne Williams, Henry Schwarze, Earl Vestal and Doll Jester. I understand from Mr. Schwarze's daughter, Mildred Schwarze Hall, that Mr. Schwarze, a master German carpenter who lived in Rockford and who completed the building of the 1916 Baptist Church, built the last ferry used on the river at this site." (Miss Evelyn Holyfield, Rockford)

Martin's Ferry, Bean Shoals

"In 1875, John A. Martin owned a tobacco factory in East Bend. Martin manufactured a variety of plug tobacco brands: 'Martin's Special Leaf,' 'Yadkin Valley,' 'Yadkin Belle,' 'Farmer's Choice,' and 'Black Raven.' A smoking tobacco, 'King of the Forest,' was sold in small sacks made by the Morse & Wade Tobacco Sack Factory. Martin's factory was located on a large site extending from the Dr. R. E. Martin house to the post office, and across Highway 67 to Friend's Cemetery. He also operated a general merchandise store, a steam sawmill, a roller mill and a broom factory. Martin also operated a ferry at Shoals."[4]

In 1925, Douglas Rights, on his trip down the Yadkin from Wilkesboro to Georgetown, South Carolina paid Bean Shoals a visit:

By ten o'clodk we knew that the rough stream, checkered with rocks, portended the approach of Shoals. We slowly wound around seeking the best channels, passing ridge after ridge of hidden rock, until we saw the cable stretching across the stream, marking the next landing. There was no one to greet us at Shoals, and when J. C. Corum, the ferryman, came down to the river, he was surprised to find a strange craft tied up beside the ferry flat.

Mr. Corum, the ferryman, generously volunteered to pole us across in his long wooden scow. I was delighted for I wanted the pleasure of a trip across guided by the grim boatman. As we sat silently on the boat speeding across, we soon landed at the railway station at Shoals. The settlement at Shoals is an anomaly. The dictionary says that means a deviation from rule, or form. As we stood at the station, we could see only one dwelling house anywhere in the vicinity. Yet before us stood the largest store building we had seen outside Wilkesboro or Elkin. It is a three-story structure of large capacity. We could not reconcile this big store building with the population of one family. But perhaps, like other up-to-the-minute cities, Winston-Salem, for instance, Shoals railway station is situated some distance from the center of population.

The store is conducted by John A. Martin, resident of East Bend, three miles away. Mr. Martin seems to be president, secretary and treasurer of Shoals, besides filling the position of secretary of the chamber of commerce, postmaster and station agent.[5]

SHOALS

The village of Shoals is located just north of the Yadkin River Islands State Park and on higher ground than the river and Bean Shoals. I talked to Clifton Bean, 77, who lives close to the 45 acre island in the park, on the south side of the river. He said that two other parties and he farmed the 45 acre island, that is now in the park, back in the 1940s. They had to have some way to get their farming equipment across the river and back, so they bought a ferry from John A. Martin, who formerly ran a ferry at Shoals. They were going to bring the ferry down opposite the 45 mile island and install it with its big cable fastened to trees on either side of the river.

Beane said that they went up to Siloam to get the ferry and got it down to Bean Shoals but they were afraid to try to get the big boat over the shoals. The ferry was long enough to carry three cars and must have been about 50 feet long. So they tied the ferry boat up above the shoals and waited for the river to flood so that the boat would go over the rocks in the river.

After a few weeks, Beane said, the river got up four or five feet and that he and two other men with 12-foot poles, cut the boat loose and it took off down the river much faster than they had expected. They had expected to be able to maneuver the boat with the poles but it was going so fast that they could scarcely touch the bottom of the river. He said that they now had no control of the boat whatever. When it swung near the bank they saw an overhanging tree coming up. The three of them lay down on the boat and went under it but it then plunged into the north bank and bounced off, heading across the river. It hit the south bank and again crossed the river, bouncing off again, finally hitting the south bank in a little cove. They jumped off quickly and threw the anchor chain around a tree. Beane said that at first, it looked as if the big boat would pull up the tree when the stern went around with the current but it held.

Beane said that most people thought that the ferry was wrecked but it was not: the flooding river left it high on the bank and the river had not been that high since. He offered to go down to the river and show me the boat, partially buried in the sand, some time after he recovered from his cold.[6]

Hall's Ferry, Siloam

Hall's Ferry was located on the Yadkin River between Yadkin and Surry Counties at Siloam, N. C. and was owned by R. Lackey and Jonas Hall. Operation of the ferry began during the early 1900s and continued until 1940 when the first Siloam bridge was built. The ferry was the only outlet from Surry County to the East Bend/Winston-Salem area. The ferry was propelled by the river current while cables kept the ferry boat on course across the river. The cabin where ferry operator, Ed Bullin, lived is still standing.[7]

After the collapse of the Siloam bridge, J.A.C.Dunn, staff reporter for the Winston-Salem Journal, wrote an article titled, "Before the Bridge, a Ferry" in which he interviewed Harden Bullin. The story that Bullin told about the ferry is recorded here:[8]

> My daddy used to run the ferry across here - right across there, below the bridge. Ran it for 18 years, until the bridge was built 37 years ago. We lived back up here in the woods. He didn't have no help - ran it all by himself, night and day. He was Ed Bullin. He was running it for two brothers - lived back up here, the Halls, they owned it.
>
> It'd take three cars, or four mules and two wagons. It cost 15 cents to cross one way, and if you came back the same day you didn't have to pay again, but if you came back the next day it cost you another 15 cents. If you were on foot it cost you a nickel to cross and a dime to cross and come back. I guess that wasn't exactly fair for people on foot, but that's the way it was.
>
> It was just a flat barge, built right here on the river. Ran on a cable - turn it one way and the current would take it across. Turn it the other way and the current took it back, or you poled it in low water. Landed right over there, just coasted up to the dock just as pretty as you please. Daddy didn't run no schedule. You wanted to cross, you just blew your horn and he'd come. They used to baptize people in the river here, and he wouldn't run the ferry while they were baptizing - waited till it was over.
>
> It broke loose one time, when the river froze over. The ice broke it

loose and it floated all the way down to High Rock Lake before they found it. I don't mean to brag on what I done, but once the river came up so high I poled a boat from that railroad depot over there on the Surry side right up to the woods up there beyond where we're standing. It was that high.

A Visit to Hilltop House and Conrad's Ferry

My earliest experience relating to the Yadkin River was at the age of seven, at Hilltop House, the home of Augustus Eugene Conrad, in 1911. The occasion was the last annual Sunday School picnic of the Lewisville Methodist Church held at the Conrad home, west of Lewisville, on the Yadkin River. Mr. Conrad had been Sunday School superintendent for twenty years.

The picnic table, some forty feet long, built for the occasion, was loaded with food. At one end of the table was a large new wash tub holding a 50 pound block of ice and lemonade: at the other end were several of the largest green and yellow striped watermelons that I had ever seen. They were grown in Mr. Conrad's rich, sandy bottom land. After the meal was over and the ladies were clearing the large table, Mr. Conrad gathered all of us kids together and took us down the road in front of his house, to the river and his ferry.

There was a large boat in the water, at the end of the road; it seemed to be large enough to carry two horse-drawn vehicles, but it had no motor or sails. It was built of wood with a railing about three feet high along both sides. There was a hand winch fastened to the last post of the railing on the up-river side of the boat. Cables ran from the two winches with pulleys attached to the other ends which traveled on a large cable that was stretched across the river.

Mr. Conrad used the hand winch on the forward, up-river corner of the boat to pull the bow of the boat into the current. We moved

out across the river, the ferry boat being driven by the current. The flow of the river was normal and the crossing was slow and easy. Had the flow of the water been deeper, the crossing would have been much faster because of the increase in the speed of the current. We arrived at the landing on the opposite side of the river with the deck of the ferry flush with the landing ramp. On the return trip, Mr. Conrad again pulled the bow of the ferry into the current; we crossed and landed safely at the landing where we started out.

This crossing of Conrad's Ferry was in July 1911, only a year or two before the building of the Yadkinville Highway Bridge in 1913-1914 (according to Max Conrad, 87, who has lived nearby all of his life). The ferry was located about half a mile below the bridge and was of little use after the building of the bridge. Eugene Moore Conrad, son of Augustus Eugene Conrad, said the ferry was in use (locally) until 1916, when it was swept down the river and destroyed by the 1916 flood. The original bridge was replaced with a modern concrete bridge in 1951. The abutments of the old bridge can be seen in the river above the new bridge, along with the old Indian fish trap (at low water).

During much of the latter part of the 19th century and the beginning of the 20th, Conrad's Ferry served a new route from Wilkesboro and Elkin down into Forsyth County, bypassing the Shallow Ford but joining the Shallowford Road at Lewisville on the way into Winston-Salem.

Nading's Ferry

Nading's Ferry was located on the Yadkin River just above the Shallow Ford, and at or near the present location of the new Highway 421 bridge. This ferry was nearest to the Shallow Ford; when travelers on the Shallowford-Great Wagon Road found the water too high on

the Ford they just went up Dinkins Road (now Baltimore Road), something over a mile to Nading's Ferry, crossed the river then returned to the Shallowford Road on Nading's Ferry Road at Jones Store. This was not the first ferry to be operated in this area. On September 19, 1753, Edward Hugs (Huges) Esq. petitioned Anson County "for a license to keep a ferry on the Yadkin at the place called the Shallow Ford."[9]

Toward the end of the 19th century, Nading's Ferry had a substantial increase in business because of a new route that ran to Wilkesboro and points north into Virginia. To go to the ferry site from the Forsyth County side of the river, you turned off the Shallowford Road at Jones Store, onto Nading's Ferry Road (now called Scott Road). This road crosses Highway 421. The ferry site is under the 421 bridge or slightly to the south. The road to the ferry site on the Yadkin County side of the river runs across bottom land, parallel to 421, just south of the old Conrad (or Ace) Dinkins Place on Baltimore Road.

Sanford H. Nading (1841-1929) was owner and operator of Nading's Ferry. He operated the ferry from an undetermined date in 1800 to 1920 when the West Bend Bridge was built. A local historian, Odell Mock,says that he visited the ferry site after 1920 and they were still using the ferry to go from one bottom to another across the river.

One of those who provided information about Nading's Ferry was Mrs. Mary Dalton,granddaughter of Joseph Spurgeon Jones who built and ran Jones Store, a landmark on the Shallowford Road since about 1870. Mrs. Dalton said, "that her grandmother was a noted cook and that drummers from as far as Virginia timed their trips through the area in order to be able to spend the night at their house, which was located across the road from the store. They had a special room that they called the shed room, especially equipped with pitcher, bowl and slop jar for the use of the drummers. They also furnished

stables for their horses."

Mrs. Dalton also said, "Sanford Nading, who owned and operated the ferry, had money when the others didn't have and always waited until fall when all the other members of the Union Methodist Church had paid their amounts toward the apportionments, then he paid the balance."

Mrs. Linda Bumgardner, a granddaughter of Sanford Nading, told about the location of the ferry and the campground: "The 421 Highway Bridge goes over the top of the old ferry site. The campground for the ferry was located at the point where Nading Ferry Road goes over 421 Highway. There was a large building to house people and a barn for horses and a well. Later, they put up tents and held a camp-meeting there."

Mrs. Bumgardner also told of a tavern being built on Shallowford Road, east of Jones Store: "Frank Jones built a tavern in 1864 near where Louise Perryman lived. It was later converted into a general store and shoes were made there for a while."

Nading's Ferry, like the others on the Yadkin, was a public place where people had picnics, went in swimming, were baptized or just visited.

Notes copied from Letters of James Franklin Haynes to his daughter, Mary Lillian Haynes Dalton:

"The road called 'Scott' now was known as 'Ferry Road' for over a hundred years. Sanford Nading's father, Christian Nading, was probably the one who put in the first ferry. Sanford was born in 1841 and lived 88 years."

Copied from another letter: "Christian Nading and Joel Hauser, Sr. owned all of the land (river land) from the Nading Ferry to the site of the Shallow Ford. Christian Nading's sons and daughter were:

Henry, William (Bill), Sanford and Hester (Hess)."[10]

Styers' Ferry and Mill

Styers'Ferry was on one of three routes coming into Forsyth County from the west. They all come into the Shallowford Road with the Styers' Ferry route also heading toward Clemmons on what is now Lasater Road. It was located on the Yadkin River just south of the abandoned High Point Dam Project of 1940-1941, south of Lewisville, N. C. where the Styers Ferry Road takes a sharp turn to the east away from the river. Instead of making the turn, the old road to the ferry ran in front of the old Patterson home (still standing) then turned to the right down to the river.

I remember being at a picnic at the Styers Ferry site when I was a child but remember little about the visit except seeing the ferry boat. Mrs. Grady Sheets said that her grandfather, Abram A. Styers (1853-1923), owned and operated a ferry on the Yadkin River known as Styers' Ferry. She said that Styers also owned a mill that was operated by his son-in-law. Styers operated the ferry from an undetermined date in the 1800s to 1920, the date of the building of the West Bend Bridge.

Mrs. Luther Tyner, granddaughter of Abram A. Styers,told in her "History I Remember as a Small Child" about living near her grandparents at Styers' Ferry from 1886 to 1920: "My grandfather operated a large roller mill where they ground all kinds of feed, flour, etc. and at one time he operated the ferry that crossed the Yadkin River. At that time there were no bridges. They also operated a sawmill. My father's family grew up there. They had a large business. Grandfather owned a large farm with pasture land, farm land and fruit orchards. They kept cows, horses, pigs and chickens. It was a beautiful plantation."

A story handed down from the late 1800s tells of a distiller who sent a load of whiskey to Styers' Ferry to be taken across the river at night. Abram Styers, the owner of the ferry, refused to take the whiskey across. Early the next morning Styers saw the distiller approaching his house with a buggy whip in his hand. Styers opened his front door and pointed a twelve gauge shotgun with both barrels cocked and said, "You're not going to use that whip on me and I am not going to ferry your whiskey wagons across the river at night." The distiller retreated.

Douglas Rights, on his trip down the Yadkin-Great Peedee River:

> Near three o'clock in the afternoon we drew near the shore at a mill dam which extended across the river. This was the only mill we found propelled by river power on the entire eighty miles of our travel. It was frame structure with undershot wheel. Only a marvel could have prevented it from being washed down stream in high water. Some benches and a table made of boards were near under the shade of the sheltering oak trees, distinguishing this as picnic resort. The old mill was a tempting spot to linger and pass away the time, but we were determined to reach our destination as near five o'clock as possible. Again we bent to the oars. [There is a picture of Styers'mill on page 28 of Douglas Rights' book][11]

In the 1896 rebuilding of the Sharon Methodist Church, the timber for the benches was given from the Hauser place in Davie County. The father of Monroe Speas,and Mr. John Holder helped haul the timber to the mill in a covered wagon. The timber was very heavy and had to be hauled through Styers' Ferry which was around by Concord (Methodist) Church.[12]

The Winston-Salem Journal of December 31, 1953 carried an article titled, "Mrs. Styers, 100 Years Old Dies; Funeral Rights at Lewisville Today." Mrs. Millie Ann Styers was the wife of Abram A. Styers, a prominent ferry operator, miller and farmer. Her husband died in 1924

at the age of 71. They had 11 children. At the date of Mrs. Styers 100th birthday, she had 75 grandchildren, 143 great grandchildren and 20 great-great grandchildren.

Roy W. Craft (1895-1955), a grandson of Abram A. Styers, was a prominent businessman from the Lewisville area who successfully ran an oil company and served for several years on the Forsyth County Board of Commissioners.

Hall's Ferry, Clemmons

Hall's Ferry, on the Yadkin River at Clemmons, located just above the Highway 158 Bridge, was operated for 90 years by the Hall family. John Hall, who owned a 300 acre farm on the Davie County side of the river, started the ferry business in 1848. His son, Cornelius A. Hall, continued the operation of the ferry until Easter Monday 1914, when the ferry made its last trip across the river. This last trip marked the opening of a new steel bridge across the river that would become known as the Highway 158 Bridge. (Mrs. W. E. Ellingham of Clemmons, said that her father at the age of 29 was killed during the construction of the bridge when scaffolding collapsed. She was 9 years old when her father was killed.)

Mrs. Janie Hall Hege of Clemmons, granddaughter of John Hall, and Miss Annie Clifton Wharton (Mrs. Sam Alspaugh), were interviewed by the Clemmons Courier for information about Hall's Ferry and the story of the ferry appeared in the May 22, 1969 issue of the paper. The following account is taken from that article:

> When a farmer started out in his two-horse covered wagon to a tobacco warehouse in Winston, he didn't know whether he would be gone for three days or a week. He carried provisions and blankets in case the Yadkin River got up so that the ferry could not cross and there would be a wait of several days. At times of high water there would be as many as forty wagons held up. Travelers usually found lodging at the Hall's, on the

Davie County side and on the Forsyth side at adjacent farmhouses. Mrs. Alspaugh said that the wagons camped on her father's property. Her father was Albert Wharton.

During the years that the Halls operated the ferry there were four different types of boats used. The first ferry was said to have been made of hewn poplar timbers and was 37 feet long and 12 feet wide and could carry but one two-horse drawn or one-horse wagon at a trip. It was poled across the river by two men. This ferry couldn't cross the river at more than a five feet rise of water.

The next ferry was made of sawed timber, 45 feet long, and was pulled across the river on a chain by hand. This one could manage a seven feet rise. This boat, however saw only a brief tenure of service. After two years it was carried downstream during a freshet and was never found.

The third and fourth ferry boats were larger and more modernly equipped. They were made of sawed lumber and measured 55 feet by 12 feet sides. Each could carry two teams or sometimes three depending on the weight of the load. They were suspended from a cable which was ordered from Philadelphia at a cost of $150 - at that time an enormous sum. The last two boats had banisters or wire to hold the horses. That such a banister is needed is indicated by the fact that in at least one instance, a tragedy occurred when a certain Mr. Potts of Davie County grew excited in crossing and drove his team off into the river, losing his own life as well as that of his horses.[13]

In the early days, 40 cents was charged for a round trip with a two-horse wagon but later it was reduced to 25 cents by the county commissioners. The passenger fare was 5 cents. The average income from the ferry would be from $1,000 to $1,500, depending on crop conditions and the weather.

Hall's Ferry Post Office was established on October 31, 1878, with Cornelius Hall as Postmaster. Hall was also a Justice of the Peace. The nearest ferry downstream was Idols and the nearest upstream was Griffiths. This ferry was later called Styers' Ferry because it crossed the river from a point at Abe Styers Milling Co. (Abram A. Styers was the grandfather of Mrs. Thomas C. Fix of

Lewisville and Mrs. Ronald W. Stimson who lives in Yadkin County.) John Faircloth was ferryman for Hall's Ferry for 22 years. Columbus Winters took the job about 1904 and kept it until the ferry's last crossing in 1914.

Rowan County Ferries

On September 16, 1951, the Salisbury Post featured an article by Harry Gwin, Post staff writer, titled "Ferries Furnished Life Line Across River For Rowan Farmers, Merchants." The following account is taken from that article:

Dating well back beyond the memory of most people now living, the flow of commerce and passenger traffic between Rowan and Davidson Counties was dependent upon the many ferries which spanned the Yadkin River. This is shown by the roads leading out of Salisbury that carry the names of the ferries, such as the Bringles' Ferry Road, the Stokes' Ferry Road and the Long's Ferry Road. Ferries were operated on the Yadkin over such a long period of time that it is almost impossible to determine the order of their appearance on the river and their exact location.

The ferry boats were of a similar type of varying lengths, about 12 feet wide, of wooden construction and a flat barge with the ends sloped for docking at the ends of the crossing. It was the duty of the ferryman, with the early ferries, to pole the ferry across the river and to see that the horses and mules were partially unhitched so that if they took fright and jumped off the boat they would not take the wagon or its occupants with them.

Two teams of horses and two wagons were about the limit that a ferryman could safely pole across the river. The boats had a place to walk along the down river side of the boat where the ferryman stood to operate the boat. The usual fee for taking a wagon and team across the river and back was 25 cents, but the fee was subject

to the approval of the county commissioners. The ferryman usually poled pedestrians across in a flat-bottomed river boat.

The later ferry boats were larger and ran on a large cable stretched across the river on which pulleys ran that were connected to winches at the ends of the boat. These ferry boats were larger and much safer; the river current did the work. The status of the ferryman was greatly improved with the big ferries.

Some old timers who have lived on or near the Yadkin most of their lives remember most of the old local ferries. Mr. Tilly Barnes was such a man. Mr. Barnes gives the following list of ferries which were at one time located between Yadkin College and the present bridge: "Fulton Ferry at the Yadkin College Crossing; Oaks' Ferry between Mocksville and Lexington; Hairston's Ferry, a short distance distance below Highway 64; Hartley's Ferry, just above Boone's Cave; Thompson's Ferry, just below Boone's Cave; Kesler's Ferry at Trading Ford; Hannah's Ferry at the point; Grubb's Ferry and Sowers' Ferry not far above the present site of the river bridge. The most prominent and the best known ferries are Long's, Stokes', Bringle's and Hannah's."

Long's Ferry

Long's Ferry was one of the oldest or oldest of the ferries and its history goes back 150 years or more. This ferry was known for some time as Miller's Ferry before it became Long's Ferry. It was located on the Miller's Ferry Road, now the Long's Ferry Road, which was the principal road, in fact the only road originally between Salisbury and Lexington.

The ferry was a capacious one, accommodating two wagons and teams. In its early years, before a cable was installed across the river, it was controlled entirely by poling, which caused the crossing to become somewhat hazardous when the water was high.

Tom Kerns, who died about 1907, is credited by Mr. C. S. Palmer, 76, with being the man who was instrumental in changing the name of the

road and ferry from Miller's to Long's.

There are many tales told of the old ferries and their passengers, tales of stormy river crossings, and passengers of influence. For instance, there was until recently an old Negro in Spencer who proudly exhibited a dollar which had been given him by Jefferson Davis when the president of the Confederate States crossed the river on Long's Ferry.

Stokes' Ferry

Traffic crossing Stokes' Ferry spread to four counties, Rowan, Davidson, Stanley and Montgomery, so it is evident that this was a busy ferry. Stokes' and Bringle's were among the most prominent and most used ferries on the river.

W. C. Stokes, of Richfield, Route 1, is a member of the Stokes' family which originally owned the ferry, and in addition was for some time ferryman on the big boat. The Stokes' ferryboat was of the usual type that was in service on the Yadkin, but it had no overhead cable to guide the boat. The steering was entirely up to the ferryman who must manipulate the unweildy craft with a pair of oars, approximately 12 feet in length (or with a pole). This was no easy job, since he must at the same time provide the power with the oars to get the boat across the river.

Bringle's Ferry

Bringles' Ferry had one hazzard that was not encountered by the Stokes operators. This was the rocks which lurked just below the water when the water was low, and which sometimes snagged the boat. These big rocks are now plainly evident at the Bringle's crossing.

The Bringle's ferryboat is still evident, resting on the bank beside the river, and so far as is known this is the only boat which can still be seen. The Bringle's Ferry was apparently the last one on the river. A clipping from the files of the Post indicates that it was not abandoned until 1940. The loss of this ferry was sorely felt because it was the last crossing between the Yadkin bridge and the Stokes' Ferry bridge.

Hannah's Ferry

Hannah's Ferry was originally the Old Point Ferry according to Mr. Wes Frye. He remembers one occasion when a man named Jim Motley, wife and their wagon of feed took off down the river when the cable broke.

Mrs. Motley, a religious woman, called to her husband: 'Jim, pray, pray.' The husband replied, 'Blankety blank it, you pray, I'm too busy poling!' The ferryman who was named Grubb, decided that it was time to abandon ship and spying a handy tree limb hanging over the river, grabbed the limb and climbed out of danger. Fortunately the Motleys and their wagon came out safely when the ferry grounded a short distance down the river.

Hannah's Ferry was in operation a long time as was the big Hannah farm. In fact, Daniel Boone went a'courtin' on the Hannah farm and secured a wife there. When High Rock Dam was constructed the backwaters caused some of the final ferries including Hannah's to be abandoned, while others had previously been forsaken when bridges became more prevalent.[14]

The Histories of Hedrick and Sowers Ferries

By James Brawley, "The Salisbury Post" Sunday, October 20, 1974

Hedrick's Ferry - This ferry was located just downstream from the railroad bridge across the Yadkin River. Valentine Beard, son of John Lewis Beard, originally owned this land. It was known later as Cowan's Ferry and then Hedrick's Ferry.

Thomas L. Cowan, a wealthy merchant of Salisbury, owned the land in the 1830s. A map which was made by Surveyor William Moore in 1830 clearly shows Cowan's Ferry crossing the Yadkin just upstream from "The Big Island." Cowan deeded the land ferry to his son-in-law, Joel H. Ken Jenkins, and the ferry was called Jenkins' Ferry until after the Civil War when John A. Hedrick acquired the property. Then it was known as Hedrick's Ferry until it ceased to operate.

Hedrick, the father of W. A. (Arch) Hedrick who recently passed on, had a large farm on the south side of the Yadkin near the present interstate highway. He used the "Big Island" as forage for his cattle during the winter months and ferried them to Akenatzy Island, as it was sometimes called.

After wintering on the lush grass on Akenatzy the cattle were ferried back to the shore farm and Hedrick would sometimes have to shoot unruly steers.

Sowers' Ferry - This ferry was one of the oldest kept on the Yadkin and was originally known as Long's Ferry. About six miles from Salisbury where Grant's Creek pours into the Yadkin, the land was purchased by John Long in 1757. His son, Alexander Long,inherited the property, adding to it so that he was one of the largest landholders in the county.

Alexander Long established a ferry across the Yadkin at the mouth of Grant's Creek where he also operated a valuable fishery on the river. In those days the Yadkin abounded with shad and immense quantities were caught in Long's fishery.

Long erected in 1785 one of the finest mansion houses in Rowan County near his ferry and when President George Washington left Salisbury on his southern tour for Salem he used Long's Ferry to cross the Yadkin. Tradition says that Long entertained him briefly at his new home before the great man boarded the ferry.

The next plantation on the Yadkin, just below the Long place was owned by Lewis Beard, who thought he ought to have a ferry, too. Alexander Long, his neighbor objected and Beard was denied the right. But that did not stop the enterprising Beard who hired the most famous bridge builder in the country, Ithiel Town, of New Haven Conn., who designed and erected a bridge in 1818 across the Yadkin at a cost of $30,000. Its piers may still be seen rising in their ruins above the waters from highways just downstream. In 1820 an incendiary attempted to set fire to the new bridge, but workmen on the bridge discovered it in time to save the structure. Although no one was ever indicted, Beard suspected his neighbor of putting some scoundrel

up to the trick.

Alexander Long, Sr. died in 1824 and the ferry place descended to his son, John Long. His son tried to sell the ferry in the 1820s, but was unsuccessful until 1833 when Michael Brown, grandson of the builder of the Old Stone House, purchased it. The ferry was then known as Brown's Ferry until he sold it to Phillip Sowers in 1871. From that time on it was called Sowers' Ferry.[15]

Forty-Five Yadkin River Ferries

REECE'S FERRY - John Reece owner, George Bryant operator. Was located just above the low-water bridge. The ferry was used with interruptions until the construction of the low-water bridge. (Miss Evelyn Holyfield, Rockford).

HOLYFIELD'S FERRY - Owned by Watson Holyfield. Many known operators (named elsewhere). The ferry was located at the south end of Rockford's River Park. (Miss Evelyn Holyfield)

HALL'S FERRY - Owned by R. Lacky and Jonas Hall at Siloam. The ferry ran from the early 1900s until 1940 when the first Siloam River Bridge was built.

MARTIN'S FERRY - Owned by John A. Martin of East Bend, operator, J.C. Corum. Douglas Right's on his historic trip down the Yadkin in 1925 told of a visit to Martin's Ferry and store at Shoals.

POINDEXTER'S FERRY - 1779 - Located just above Donnaha Ford. Yadkin County Historical Map.

HAUSER'S FERRY - 1800s - At the railroad siding at Donnaha. Yadkin County Records (Library)

SPEASE'S FERRY - 1800s - Near Donnaha. Yadkin County Records (Library)

EDMUND KERLEY'S FERRY - 1789 - Located just below Donnaha Ford. Yadkin County Historical Map.

HAUSER'S FERRY - 1879. Located north of Old Richmond. U. S. Engineer's Map of 1879.

SHELTON'S FERRY - 1833. Located south of Old Richmond. Forsyth County Historical Map (1975).

SPRINKLE'S FERRY - South of Old Richmond. U. S. Engineer's Map of 1879.

GLENN'S FERRY - Owner Tyre Glenn - Located Enon/Brookstown. The ferry was in operation before and after the Civil War. The road to the ferry still exists on the Forsyth side of the river. Forsyth County Historical Map (1975).

BROOK'S FERRY - Matthew Brook was operating a ferry here in 1787. Surry County Records, Feb. 14, 1787.

STEELMAN'S FERRY - 1800s - at Brookstown south of Glenn's Ferry. Yadkin County Records (Library)

CONRAD'S FERRY - Mid 1850s - 1916. Location just south of the Yadkinville Highway Bridge. Operated first by River John Conrad, during the Civil War by Alexander Conrad, then by A Eugene Conrad until 1916. (The writer crossed the Yadkin on Conrad's Ferry in 1911, at the age of 7). Conrad Family History.

NADING'S FERRY - Henry Nading owned and operated Nading's Ferry during the late 1800s. Yadkin County Records. The ferry was then owned and operated by Sanford Nading until the early 1920s. The location of the ferry was a few yards south of the new Highway 421 Bridge.

EDWARD HUGES'(Hughes) FERRY - 1753 - In September 1753 Huges petitioned the newly established Rowan County Court to keep a ferry on the Yadkin River at the Shallow Ford. He also asked that he might have the ferry road. Rowan County Court, Yadkin County Public Library.

FREE'S FERRY - Isaac Free obtained a license ca 1748 from Anson County to operate a ferry on the Yadkin River at the Shallow Ford. This license was renewed on September 19, 1753 by the Rowan County Court, after the formation of Rowan County. From the court records, by Frances Harding Casstevens.

ENOCH'S FERRY - 1777 Location near the Shallow Ford and Huntsville. Rowan County Court reference dated November 8, 1777. (Capt. Lanier changed his course toward Salem and crossed the Yadkin at Enoch's Ferry). From the court records by Frances Harding Casstevens.

KIMBROUGH'S FERRY - 1825 Location at the Shallow Ford (A bill from Kimbrough to the stage for crossing fees dated January 17, 1825. Davie County ferry records. (Library)

STYER'S FERRY - Mid 1800s to early 1920s. Abram A. Styers owner and operator. Location south of the Shallow Ford. Styers also operated a large water-driven mill on the river. He also provided a picnic area near the ferry landing. Styers owned a large river farm. Some of his relatives live at Lewisville.

HALL'S FERRY - 1848-1914 Location Clemmons, at the site of the 158 Highway Bridge. The ferry was owned by John Hall and his son Cornelius Hall. According to members of the Hall family, the ferry operated for 90 years, from 1848 to Easter Monday 1914 when a new river bridge went into use. From information from relatives and the Clemmons Courier.

IDOL'S FERRY - 1771-1800s Location south of Clemmons, near the Idol's Powerhouse. David Jones operated a ferry here in 1771,Stephen Riddle bought the ferry in 1777 and still later it became Idol's Ferry. From Rowan County Court Records. Davie County Library.

DOUTHIT'S FERRY - 1800s Location, next ferry below Idol's Ferry. Alderman's Map of 1887 - Davie County Library.

BAILEY'S FERRY - Jeremiah Bailey operated a ferry here in 1753. Location between Douthit's Ferry and Muddy Creek. Engineer's Map

of 1879 and Alderman's Map of 1887.

MARCH'S FERRY - Location just below Bailey's Ferry. U. S. Engineer's Map of 1879. Davie County Public Library.

ELLIS'S FERRY - Located five miles from Fulton, later called Crott's Ferry. U. S. Engineer's Map of 1879. Davie County Public Library.

FULTON'S FERRY - Location, at Yadkin College Crossing. James Brawley - article in Salisbury Post October 27, 1974.

OAKES' FERRY - Located just above Swicegood's Mill in Davie County. James Brawley, Salisbury Post, October 27, 1974

HARRISTON'S FERRY - Located a short distance down the river below Highway 64. Alderman's Map of 1887 - Davie County Public Library.

HARTLEY'S FERRY - Located at Horseshoe Neck; owned and operated by the grandfather of Gilmer Hartley, who helped his father operate the ferry when he was a boy. Located on the south side of Horseshoe Neck. Map of "Davie County Ferry Sites" 1927 - Davie County Public Library.

SLICK'S FERRY - Located on the Horseshoe Neck above Barne's Ferry. U. S. Engineer's Map of 1879 - Rowan County Library.

BARNE'S FERRY - Located on the Horseshoe Neck below Slick's Ferry. U. S. Engineer's Map of 1879. Rowan County Library.

DAVIS' FERRY - Located just above Boone's Cave. Alderman's Map of 1887.

THOMPSON'S FERRY - Located immediately below Boone's Cave. Alderman's Map of 1887.

KESLER'S FERRY Location at Trading Ford, High Rock Lake. Tillie Barnes, "Ferries Furnish Life Line" by Harry Gwin, Salisbury Post, September 16, 1951.

ROUNSAVILL'S Ferry - Near Trading Ford - "Two ferries were established on the Yadkin by 1757 in order to afford dry transportation for heavily laden wagons. On September 18, 1753, Benjamin Rounsavill petitioned the court (Rowan County) for a license to keep a public ferry over the Yadkin River at his plantation." Ramsey, Carolina Cradle, p. 173.

CRAIG'S FERRY - Location, Trading (Ford) Road. "On July 19, 1757, it was ordered (by the Rowan Court) that Archibald Craig keep a ferry over the Yadkin at the Trading Road and to take the same fees allowed by Rounsavill." Ramsey, Carolina Cradle, P.173.

DEAN'S FERRY - Luke Dean was licensed in April 1758 to keep an ordinary and a ferry at his dwelling place on the Yadkin, (Rowan County Court) "The majority of the immigrants who streamed into North Carolina in the 1750s crossed the Yadkin at this place, either on the ferries or by fording the stream." Ramsey, Carolina Cradle, p. 174.

HANNAH'S FERRY - Located at the Point, where the South Yadkin enters the Yadkin River; at Hannah's Farm, where Daniel Boone visited. U. S. Engineer's Map of 1879. Rowan County Library.

SOWERS' FERRY - Located just above the present site of the bridge. Harry Gwin, "Ferries Furnished Life Line", Salisbury Post, Sept.16,1951.

STOKES' FERRY - Location, at Stokes Ferry Bridge. Billy Stokes was the first one to run the ferry for the Stokes family. Stokes Ferry served traffic to four counties: Rowan, Davidson, Stanley and Montgomery. Salisbury Post article by Harry Gwin, Sept.16, 1951.

BRINGLE'S FERRY - Located at Bringle's Ferry Road. It was a busy ferry not abandoned until 1940. Bringle's Ferry had dangerous submerged rocks beneath the crossing. Salisbury Post article by Harry Gwin, Sept. 16, 1951.

LONG'S FERRY - Located at Long's Ferry Road; one of the oldest ferries on the river, formerly known as Miller's Ferry. Its history

goes back 150 years. Salisbury Post article by Harry Gwin, Sept. 16, 1951.

CHAPTER 5

DANIEL BOONE

Chapter Five is about the adventures of Daniel Boone, other pioneers and Indians in the period before the War of the American Revolution. Daniel Boone was the hero of Shallow Ford Country. Even Winston Churchill was one of his admirers as was demonstrated in his famous novel, The Crossing, about the American frontier before the Revolutionary War. Boone is usually pictured with a dog and his rifle, wearing a coon-skin cap, although he was a Quaker and always wore a black hat. He is remembered in American history chiefly for his blazing of the Boone Trail from North Carolina to Kentucky in 1769.

Daniel Boone was born in Pennsylvania in 1743, the sixth child of Squire and Sarah Morgan Boone who moved to Bear Creek, a tributary of the Yadkin River, twelve miles below the Shallow Ford in 1752. Squire apparently selected the location because game was plentiful there because it fed on heavy stands of chestnut, beech and chinquapin trees. "On the waters of Dutchman's and Bear Creeks, about twelve miles southeast of Huntsville and ten or twelve miles northwest of Mocksville,were a number of salt licks, where animals wild and domesticated came to lick the salt out of the ground. In some places they had created depressions three or four feet deep and with a large circumference. At such places hunting was rewarding."[1]

"The Boones took advantage of the good fishing on the Yadkin. At the Shoals just above Dutchman"s Creek they caught shad with a seine. Other varieties were mullet, red horse, rock fish, suckers, cats and all kinds of round fish. Twenty miles below the junction of the Yadkin and the South Yadkin, called The Point, was the most popular fishing grounds of the entire Yadkin River, the Great Narrows. The Yadkin, which above this point had been three hundred yards wide,

narrowed down in twenty yards to just sixty feet wide for a distance of about a quarter of a mile. Through this area the water was 'boiling, tumbling, surging, beating and foaming through.' Fishes were scooped up in quantities with little dipper nets."[2]

One writer says of Daniel Boone's tender years:

> Here his rifle and his dog were his constant companions, although yet of tender years... Boone being an expert with the rifle, soon taught other lads in the neighborhood the use of the deadly weapon, and on one occasion they all started on a hunt. On their return at dusk they suddenly heard a wild cry in the woods. The boys screamed 'a panther,' and left in great haste but young Boone stood firmly. It was a panther indeed, and while it was in the act of springing toward him, Boone, quick as a flash, leveled his rifle and shot it through the heart.
>
> As the boy grew older his love for the woods increased and he resolved to go away from men and live in the forests with these animals. One morning he started off as usual with his rifle and dog. Night came on but Daniel did not return to his home. His parents were now greatly alarmed. The neighbors joined them in searching for the lad. After wandering about a great while they at length saw smoke arising from a cabin at a distance, and upon reaching it found the boy. The floor of the cabin was covered with the skins of the animals he had slain, and pieces of meat were roasting before the fire for his supper. Here at a distance of three miles from the settlement he had built his cabin of sods and branches...[3]

The story was told of Daniel and his closest friend and hunting companion, Henry Miller, wanting to go to a 'frolic' but they knew that the Quakers would not approve of such. They went anyway, after night, riding Squire's best horse. "On their way home a cow lay in their path. They concluded that they would make the horse jump over the cow, but just as the horse jumped the cow rose up and the horse's neck was broken. The two horrified boys are said to have removed the saddle and bridle and walked home, carefully putting them in their proper places. Squire Boone never knew how his horse had broken its neck."[4]

"Daniel and Rebecca Boone moved from Davie County to Wilkes County and lived there most of the time until all went to settle permanently in Kentucky in October 1779."[5] One writer said that the Boones hunted all of the way up the Yadkin to the Blue Ridge, and that there was an area at the head of the Yadkin where Daniel and a companion could kill thirty deer in a day, taking the hides to Salisbury to sell for the making of men's pants.

Daniel Boone Explores Kentucky

This is Boone's trip in 1769 that was memorialized by the Daughters of the American Revolution as Boone's Trail from North Carolina to Kentucky. The North Carolina Chapter marked the trail from Boone's home on the Yadkin, through the Shallow Ford and on to the Tennessee line with heavy cast iron markers bolted to large boulders and rock ledges along the route. Tennessee and Kentucky marked the remainder of the route to Kentucky.

On May 1, 1769, the party of six men set out. They were Daniel Boone, John Finley and Boone's brother-in-law John Stuart. To go with them for helpers in making camp and preparing skins were Joseph Holden, James Mooney and William Cooley. The trip was apparently financed by a lawyer, Richard Henderson, who had defended Boone in a case in Salisbury, and was interested in the exploration of Kentucky. Daniel Boone, although willing to explore for Henderson, wanted to hunt. Deer, beaver and otter skins were bringing good prices, and the Boones also wanted land. At this time there were no roads, only trails such as the Warrior Path wide enough for only men and animals. The party was riding horses.

The party followed a hunter's trace to Cumberland Gap where they found the Warrior's Path and followed it westward. By June 7 they had built a base camp which they called Station Camp Creek. Boone

explored the land between the Rockcastle and the Kentucky Rivers. Then Boone and Finley went exploring and Finley became ill. Boone took care of his needs and then went on further alone. "He climbed a hill and looked over his 'terrestrial paradise.' Silent upon the hilltop Boone stood alone. This was his moment. His eyes drank in the beauty and the richness of the land. Henceforth, if not before, the desire for Kentucky was in his blood."[6] Boone came back, found Finley and returned to camp.

They had been careless in locating their camp near the Warriors' Path, but they had seen no "sign" of Indians. On December 22, 1769, Boone and Stuart were surprised and captured by a band of Shawnees. Boone was able to warn one of the camp-keepers but instead of escaping with the horses and pelts, they hid. The Indians captured all the horses and all of the skins the six men had accumulated in seven months. Boone was in despair. All of his capital and profit had been lost to the raiders.

After a few days the Indians released Boone and Stuart and gave them a small "trading gun" in order to insure that they survive. Desperate over their great loss, Boone and Stuart followed the Indians and recovered some of their horses; but the Indians soon recaptured them and the horses. The Indians promised to release them when they crossed the Ohio River. A few nights later, however, Boone and Finley escaped and went back to their camp. Then, Finley and the three camp-keepers returned to the settlements, leaving only Daniel Boone and Stuart.

Shortly after Finley and the camp-keepers left, Boone and Stuart saw two men approaching their camp. They turned out to be Alexander Neely and Daniel Boone's brother, Squire Boone, Jr. with horses, traps and ammunition. The four now started hunting, after moving their camp

to a safer place near the junction of the Red River with the Kentucky River.

Shortly after moving their camp, Stuart disappeared. His remains were found later near his powder horn. He was apparently killed by Indians. The two Boones and Neely continued to hunt and by May 1770 they had accumulated a load of skins which Squire Jr. and Neely took to the settlements.

Now Daniel Boone was alone and happy in the Kentucky wilderness. He had remained to continue to explore Kentucky for Henderson and himself and just to enjoy being alone in the beautiful wild wilderness. Few men would feel at home in this territory where the Indians were ever present and ready to attack white invaders of their hunting grounds. Few men would relish having to exercise such extreme caution to survive in this Indian territory. Boone never slept in the same place twice. He slept in a different location in a canebreak every night to avoid being surprised in his sleep. Boone was alone with his exploration of Kentucky from May to July 1770.

On July 27, 1770, Squire Jr. rejoined Daniel with supplies. In the fall he took a load of furs to the Yadkin and then returned to Daniel in Kentucky where they gathered a greater load of furs.

"In March 1771 they set out for home, their horses loaded with the winter's catch of pelts. They had almost reached the settlements in Powell's Valley when they were set upon and robbed by a band of Indians. Everything, even their equipment was lost. It was discouraging but earlier Squire Jr. had been able to get two pack trains of pelts to North Carolina and Daniel had seen Kentucky, all of it."[7]

Daniel Boone's extensive exploring and hunting in hostile Indian territory resulted in some tragic consequences as well as fame and honor. In 1773, Daniel Boone's son, James, was tortured and killed

by Indians on the way to Kentucky. John Stuart, Boone's brother-in-law, was apparently killed by Indians while with Daniel on a hunting trip in 1770. In 1780, Edward Boone, Daniel's brother, was killed by Indians who thought he was Daniel at the Blue Licks where they were "boiling salt."

BOONE'S CAVE

(Boone's Cave State Park)

Located at Churchland, on N. C. 150, between Highway 64 and I-85 - at Churchland, turn west on paved Boone's Cave Road for 5 miles to the entry gate.

Attractions are: Boone Cave, the Yadkin River, a reconstructed cabin (18 X 36 ft.) where Squire Boone's house is supposed to have stood (.5 Mile); rock outcroppings, picnicking, fishing and nature study.

Boone's Cave Road leads past the entry gate and dead-ends into a small parking lot. There is a large monument to Daniel Boone on the left that was erected by the Daughters of the American Revolution. A picnic shelter on the bluff contains a table and a grill; five additional picnic tables and a grill are in the shade of trees on the left. A restroom is nearby and an exhibit board provides information about the life and exploits of Daniel Boone.

To the left of the picnic shelter, a walkway curves downward to a substantial series of stairways with handrails to the level of Boone's Cave and another cave-like outcropping of rock. At Boone's Cave I made a picture of one of a group of four young men in front of the cave. He said that he had been inside the cave on a previous trip, and that although you had to bend over to enter, there was a large room on the inside.

The stairs then led down to the bank of the river where I saw a

large flat rock formation projecting out into the river that was obviously Boone's Cave boat landing. On it was a man fishing and a young couple holding hands, looking out over the river. Nearby, was a large sign announcing that this was a rest stop of the Yadkin River Trail Association, 280 South Liberty Street, Winston-Salem, N. C. 27101. They provide information for those who travel the Yadkin River.

Douglas Rights, on his famous trip down the Yadkin and the Great Pee Dee Rivers in 1925, visited Boone's Cave. His account of the visit follows:

> On the steep cliff we found the opening of the cave. This must be entered on hands and knees, but inside the cavern widens to a large room that can comfortably accommodate a score or more of people. Two of three galleries branch out in different directions and may be followed for some distance. It is reported that the end of one of these narrow dark passages has never been found. We followed for some distance with the aid of a flashlight.
>
> Certainly this was a familiar spot for the Indians of long ago, and no doubt Daniel Boone claimed this as one of his favorite haunts. It is on record that the Boone family dwelt nearby. Daniel married a young woman whose home was on the banks of the Yadkin. His parents are buried in the Joppa cemetery in Davie County, some miles to the west of the river.
>
> After this exploration we climbed the steep ascent and followed the road on the summit until we viewed the graceful monument fashioned like an Indian arrowhead, erected in the honor of Boone. It was donated by the Daughters of the American Revolution, and is probably the only Daniel Boone memorial between Quebec and Key West that has not been placed by the indefatigable sponsor of the Boone Trail bronze tablets.[8]

Philip Sowers donated 3 acres of land on the east bank of the Yadkin River in 1909 to the Daniel Boone Memorial Association. The association acquired land enlarging the park to 110 acres and constructed a cabin on the alleged home site of Squire Boone. The site was not approved by the N. C. Division of Archives and History because use by Daniel Boone was not clearly established. But on November 12, 1970,

the land was accepted as a gift to the State of North Carolina and it became a part of the State Parks System. It is the smallest of the N. C. State Parks. The Philip Sowers home is located on the north side of Boone Cave Road, near the entrance to the park.

Address: Boone Cave State Park, c/o North Carolina State Parks, West District Office, Route 2, Box 224M, Troutman, N. C. 28166.

Daniel Boone Memorial

Daniel Boone has been called the first hero of the frontier. He was a skilled woodsman, he fought on the frontier during the Revolutionary and the French and Indian Wars, and he was known and respected internationally. Twice he became wealthy in land and twice he lost his fortune. Boone was a Quaker, and contrary to what most people think, he never wore a coon-skin cap. He wore a broad-brimmed hat, as did his fellow Quakers. He was described by his son Nathan as being "five feet eight inches high, with broad shoulders and chest... about a hundred and seventy-five pounds, eyes blue and skin fair." And we can safely say that Daniel was a man who always heard a call beckoning him to see what lay beyond the next ridge.

Boone's grandfather immigrated from England in 1717. His father, Squire Boone, moved from Pennsylvania to North Carolina, settling in the Yadkin River Valley in 1752. Daniel was born in Pennsylvania on November 2, 1743. He was the sixth child of eleven and received little formal education. He was more interested in hunting and fishing and being in the woods. He married Rebecca Bryan who would be his wife for the next 56 years. Daniel and Rebecca had 10 children, two of whom were killed by the Indians. Their first home was on Bear Creek, a Yadkin tributary. In the late 1700s the family moved, settling near what is today the city of Wilkesboro.

Daniel's family moved often, living in several places in Kentucky. Often his wife and children were left alone for several months at a time, not knowing if he were dead or alive. Daniel was a restless man, a loner; he spent a large portion of his life alone in the woods, or with small groups of men. He hunted, trapped and explored, some say as far west as Yellowstone. Rebecca died on March 18, 1813 and after that Daniel lived with his children. He died in his son Nathan's house near Defiance, Missouri, on September 26, 1820. He was nearly eighty-six years old. Daniel was supposedly buried next to Rebecca in a cherry-wood coffin he had made years before. But in 1845 Kentucky asked to bring home the bones of her most famous founding father and Daniel and Rebecca were reinterred in Frankfort, overlooking the Kentucky River....

There are myths about Daniel Boone, and many speculations. We do know that Daniel was a man that sparked the imagination of people, young and old, time and time again over the generations. He was the first person to convince people that whole families could "go west," not just hunters and trappers.[9]

From a Memorial to Daniel Boone at Boone Cave State Park (N.C.) by the North Carolina State Park Service. 1989

Squire Boone (1696-1765) and Sarah Morgan Boone (1700-1777), parents of Daniel Boone, are buried at Joppa Cemetery, located on Highway 601, north of Mocksville, adjacent to the Wal-Mart Parking lot, in the Squire Boone Plaza Shopping Center.

THE INDIAN WAR IN SHALLOW FORD COUNTRY

In 1753, "three French and five Northward Indians came down to kill some of the Catawba Indians but were met by 13 of the Catawbas who killed two of the French and three of the Northward Indians... this action was within less than two miles of Rowan County Court House during the sitting of the court."[10] There were heavy Indian attacks from 1754 to 1758 by the Shawnees and Delawares in the Shenandoah Valley. From October, 1754 through 1756 at least 68 persons were killed. There were also 13 wounded and 75 taken prisoner. In 1757 and 1758, 49 settlers were slain, 5 wounded, and 86 taken prisoners.[11]

Throughout the French and Indian War many colonists, despairing of their lives and fortunes, left their homes in Virginia and went to North Carolina, only to find after arriving that the Carolina frontier was no safe haven; thence, they retreated farther inland east of the Yadkin. During the worst years of the war, 1759-1760, immigration was halted. The number of taxables in Rowan was estimated at 1,531 in 1756. Three years later there were fewer than 800.[12]

Indians Attack Settlers on the Yadkin

John Williams, from the west side of the Yadkin, came galloping into Bethabara in 1763, with an arrow in his back and fell off the horse at the gate to the stockade. He, William Fish and Fish's son were attacked by Indians in what is now Yadkin County. The Indians firing both guns and arrows at them, killed Fish and his son. Although the river area was swarming with Indians, Williams, severely wounded, raced to the river and his horse swam across. He managed to stay on the galloping horse until he fainted at the Bethabara

stockade gate.[13] Asked to tell what happened, Williams replied:

> William Fish and his son and I set out to the Fish farm to get provisions for the families gathered on the Yadkin River. Some miles up the river we met a party of Indians and before we could escape they fired at us, first with guns and then with arrows. William Fish and his son were killed, and I was hit twice. I succeeded in putting a rough bandage on my arm, but could do nothing with the arrow which had driven through my body. Why I did not fall from my horse I do not know, but I suppose that fear of the scalping knife gave me strength and I rode to the Yadkin. My horse swimming the river bravely, the Indians did not try to follow me across, but on the other side the forest was full of Indians. They did not see me, and turning back to the river my horse brought me over the water again. By that time it was dark and raining and I was suffering dreadfully and lost all sense of direction. We must have wandered for hours until we found a road into which my horse turned. I scarcely knew what was happening but did realize that I was growing very weak and urged my horse into a gallop. Finally I saw the stockade in the distance, and the thought of rescue sapped my last particle of strength.[14]

The next day, the 50 people who had gathered on the Yadkin River came to the Bethabara stockade for protection and the following day, a company of militia that included Daniel Boone were sent to find and bury the bodies of the men who had been killed. Indians were out in force and a party of them had surrounded settlers in the Town Fork settlement. The militia was sent to rescue them. The Indians approached Bethania the next night but a shot by a watchman scared them away. Several times the ringing of the bell or the blowing of a trumpet accomplished the same purpose.[15]

At Bethabara, during the summer of 1756, stories of Indian massacre and torture continued. "After much discussion it was finally decided to erect the stockaded fortification which became the well-known fort. All other work was suspended in order to construct the

triangular-shaped fort which was to contain all the main buildings. In ten days the structure was complete.

This stockade was recognized throughout the area as a place of refuge, and many unfortunate people were afforded protection during the Indian wars. No amount of discouragement could prevent outsiders from moving to Bethabara. As John Henry Clewell noted in his History of Wachovia "every house and every place of temporary abode was filled with the terrified refugees."[16]

Roy Thompson in Before Liberty, writes about North Carolina settlers west of the Yadkin Fleeing from the Cherokees:

> Some went east and stayed until the frontier settled down once more. One such family was that of Daniel Boone. He moved his wife and children to Culpepper, Virginia, in the belief that the Yadkin was by no means wide enough to stop the Cherokee. It wasn't.
>
> They came to Salisbury in 1760 on their way to the Yadkin. A band was seen entering a cabin at night, and the local settlers surrounded the place in the darkness, waited for the better light of dawn and then tossed fire onto the cabin roof.
>
> The Indians awoke to find themselves in a dilemma: burn to death or go outside and be shot.
>
> One of the Indians volunteered to try to save the others.
>
> Flinging the door open, he dashed out and ran a zigzag course as the settlers enthusiastically fired at him.
>
> The Indian ran until he was so weighted down with lead that he could no longer carry the load. Then he lay down and died.
>
> The other Indians escaped the flaming cabin while the settlers were reloading.[17]

Indians Attack Fort Dobbs

Fort Dobbs, located approximately two miles north of Statesville, on Highway 115, was built in 1755 to protect the settlers in the area from Indian attack. Governor Dobbs owned over 200,000 acres of land in the area and had a personal reason as well as his duty as

governor to protect the settlers from violence by the Indians. The Indians never seriously threatened to destroy the fort. However, in 1759 they attacked Fort Dobbs. Hugh Waddell provided a description of the attack in a letter to Governor Dobbs dated February 29, 1760:

> In return for Your Excellency's news, I shall give you a little nigher home. For several days I observed that a small party of Indians were constantly about the fort. I sent out several small parties after them to no purpose. The evening before last between 8 and 9 o'clock I found by the dogs making an uncommon noise there must be a party nigh a spring which we sometimes use. As my garrison is but small, and I was apprehensive it might be a scheme to draw out the garrison, I took on Captain Bailie who with myself and party made up ten; we had not marched 300 yards from the fort when we were attacked by at least 60 or 70 Indians. I had given my party orders not to fire until I gave the word, which they punctually observed: we received the Indian's fire; when I perceived that they had almost all fired, I ordered my party to fire which we did not further than 12 steps, each loaded with a bullet and seven buck shot. They had nothing to cover them as they were advancing either to tomahawk or make us prisoners: they found the fire very hot from so small a number which a good deal confused them; I then ordered my party to retreat. As I found the instant our skirmish began another party had attacked the fort. Upon our reinforcing the garrison the Indians were soon repulsed with I am sure a considerable loss, from what I myself saw as well as those I can confide in. They could not have had less than 10 or 12 killed or wounded, and I believe that they have taken six of my horses to carry off their wounded, ... On my side I had 2 men wounded, one of whom I am afraid will die as he is scalped. The other is in a way of recovery and one boy killed near the fort whom they durst not advance to scalp. I expected that they would have paid me another visit last night, as they attack fortifications by night, but find they did not like their reception.[18]

After the attack at Fort Dobbs, Col. Waddell carried the war to the Cherokees. Expeditions under Hugh Montgomery of Salisbury,

Griffith Rutherford and James Grant destroyed more than fifteen Cherokee villages. "The fighting in 1760 virtually destroyed the power of the Cherokees to make war, and peace resulted the following year. Indeed, the frontier line itself had been pushed westward to the foothills of the Blue Ridge."[19]

I visited the Fort Dobbs site near Statesville in 1991. There was a monument to Fort Dobbs, the basement to the fort, a well, a parking lot and a small building tended by a State employee, with artifacts, literature and pictures. It reminds you that Indians were a risk in Shallow Ford Country until 1760. I did not realize that Fort Dobbs was so close by.

HOW DID EARLY SETTLERS SURVIVE FINANCIALLY?

The most lucrative opportunity of the early settlers was in obtaining and selling land grants. Squire and Daniel Boone were among those who became wealthy in this practice, moving from one location to another as the frontier moved further westward.

The farmers who settled in the rich Yadkin River bottoms,which required no fertilizer to produce yields of corn and vegetables, several times that of upland areas, were among the state's wealthiest leaders of the nineteenth century. These large landowners were also engaged in operating sawmills, grist mills, ferries and ordinaries. They also raised cattle, hogs and sheep.

By the beginning of the nineteenth century, there were many skilled craftsmen in the Moravian settlement at Wachovia and in the Rowan County settlements at Salisbury. There were also, locksmiths, merchants, cabinetmakers, wagonmakers and even bridge builders. "Without question, Rowan County and the community of Salem were the most important centers in the colony--and later, in the young state--in the production of longrifles, with Rowan County producing by far the greatest number. The rifle gun was perfected in central Europe, with the Germans being credited with making significant contribution to its evolution. When these people came to North Carolina they brought their knowledge of rifle making with them."[20]

Making ardent spirits was widespread among practically all of the settlers, even the Moravians had a distillery, sold whiskey and supplied their taverns. However, "they got out of business in 1805, closing their distillery."[21]

Lewis Shore Brumfield, in Thomas L. Clingman and the Shallow Ford Families, writes about the considerable amount of whiskey that

was sold in the stores at Huntsville and distilling in the Shallow Ford area:

> Creek and river bottoms in the Yadkin Valley produced bountiful corn crops; grain grew plentifully on the upland flats; fruit trees flourished, berries grew wild; grapes could be cultivated. All of these elements could be concentrated in strong drink, easily stored and shipped. Clear springs bubbled up at the head of every cove above the creeks and rivers, providing plenty of clear water with just enough iron in it to give the local whiskey or brandy or wine a special zing. The iron ore deposits enabled the local blacksmiths to tool the equipment for distilling.
>
> There was enough profit in a wagonload of whiskey sent from Huntsville to Cheraw, South Carolina, to buy a small farm. Many settlers came to the Yadkin Valley dreaming of big profits to be made from whiskey, a dream fulfilled except for the whiskey excise tax interlude in the 1790s.[22]

"Lack of a navigable river and the almost complete absence of good roads worked further hardships on the farmer in getting what he did produce to a suitable market. As a consequence the Rowan farmer shipped his grain out as whiskey in barrels which were rolled and pulled by horse teams to markets in Virginia. As a result Rowan became the largest whiskey-producing county in the entire United States."[23] Brawley writes again about whiskey production in Salisbury, this time in 1880:

> "Really and actually," wrote a contemporary of the 1880 Salisbury scene, "the thing that maintained Salisbury at the time was wholesale and retail whiskey." With a dozen open saloons, half a dozen distilleries, and two wholesale whiskey warehouses, Salisbury held the title of being "the wettest and wickedest town in the state"; and the production and sale of the ardent spirits comprised the chief industry. This was so well understood that when a little kitten was presented by a Salisburian to a friend in Charlotte the pet was promptly named "boozy" to indicate its birthplace.[24]

THE AMERICAN REVOLUTION IN SHALLOW FORD COUNTRY

THE HANGING TREE AND THE BATTLE OF KING'S MOUNTAIN

Behind the Courthouse at old Wilkesboro, there is the remnant of a famous oak tree, walled in and held together with iron rods and a concrete filling, but it is still alive after 200 years of storms and the ravages of time. A plaque notes that it is the Tory Oak, where "On the limbs of this tree Tories were hanged during the American Revolution by Col. Ben Cleaveland, and others." There is a monument to Col. Cleaveland south of the courthouse.

Col. Ben Cleaveland lived down the Yadkin River from Wilkesboro at a horseshoe bend in the river, called Roundabout. He was a colonel in the Wilkes County militia and commanded a fort at Mulberry Fields, the present day location of the Wilkesboros. Col. Ben Cleaveland gained fame for leading one of the four prongs of the attack on the British at the Battle of King's Mountain.

Col. Cleaveland and Major Joseph Winston, (the town of Winston was later named for him) led 350 militia from Wilkes, Surry and Caldwell Counties on their march to the site of the Battle of King's Mountain. They met at Sycamore Shoals with nearly 2,000 other Mountain Men from other counties. From this number, 900 mounted riflemen were chosen to attack British Col. Patrick Ferguson's force on King's Mountain.[25] It is interesting to note that these men were not trained State militia or a part of the Colonial army but expert marksmen equipped with long rifles almost as powerful as those in use today.

Using the American rifle, the twelve rifle corps reporting to Washington at Boston in 1775 staged shooting matches in which one company put all of its shots in a 7-inch square target at 250 yards. Burke Davis, Cowpens-Guilford Campaign.[26]

The Battle of Kings' Mountain

The British commander, Ferguson, pretended to despise the "mongrels" who were assembling to fight him; he asked Cornwallis for help, then marched his army to the south side of Kings' Mountain. The mountain lies one and one half miles south of the North Carolina line, in York County, South Carolina. Camped on top of the steep incline surrounded by underbrush and trees, looking for military glory and confident that he would win, Ferguson boasted that "all the Rebels in hell" could not drive him from the Mountain. Lefler in North Carolina describes the Battle of Kings' Mountain:

> The picked band of patriots set out from Cowpens, South Carolina on October 6, marched all night, and arrived at the foot of Kings'Mountain on the afternoon of October 7. Organized in four columns led by Campbell, Sevier, Shelby and Cleaveland, they were to make immediate and converging assaults. Coolly and quietly scaling the slopes, they attacked the enemy; and for an hour savage combat raged. The patriots, advancing deliberately under the shelter of trees and rocks, wrought havoc in the ranks of the enemy by their superb marksmanship. The British and the Tories, like a beast at bay, fought desperately, but much of their fire went over the assaulting patriots. The summit of the mountain proved to be "more assailable by the rifle than defensible with the bayonet." Sounding a silver whistle above the din of battle, and scorning surrender to the "banditti," heroic Ferguson persevered until he fell mortally wounded. His command, deprived of the inspiration of his leadership, surrendered. In addition to Ferguson, there were 119 killed, 123 wounded, and 664 captured. American losses were only 28 killed and 62 wounded.
>
> Kings' Mountain was a remarkable military feat by undisciplined militia, under neither State nor Continental control, against a force approximately equal on a battlefield of its own choosing. Coming after a long period of gloom and disaster, it buoyed the hearts of patriots everywhere and nerved them to struggle hopefully toward independence.[27]

After the Battle of Kings' Mountain, Cornwallis fled from Charlotte to Winnsboro, South Carolina. The Patriots were fired up and the Tories subdued by the victory. Washington was greatly encouraged by the great victory by the mountaineers.

The Tory Oak

A storm in June 1992 wrecked the 250 to 300 year-old Tory Oak, stripping it of all branches and leaves, leaving only a bare trunk. The great tree came back after a storm June 12, 1987 destroyed two thirds of its top branches, but now, with all of its branches gone, will it come back? Probably not, seems to be the right answer.

Col. Ben Cleaveland of the Wilkes County militia hung at least five Tories on this tree and many more elsewhere. James Cole and John Brown who stole property from a Whig major in Lincoln County were the first to be hung on the Tory Oak by Cleaveland. Cleaveland was indicted for murder but was pardoned by the governor. Historians of the period say that Cleaveland deserved to be indicted for murder in many other hangings also.[28]

JOHN DOUB'S INDIAN VILLAGE

This is a true story of soapstone, Indian artifacts and John Doub's Indian village. Somewhere, a mile or two east of the Yadkin River, in Forsyth County, there is an area where soapstone or steatite has been mined for centuries. Its most common use has been for gravestones because it is soft enough to be mined, cut and lettered easily but the weather wears the letters off usually in a hundred years or more. Some of the oldest churches in the Shallow Ford Country area have cemeteries with many gravestones without lettering which means in most cases that the name of the grave's occupant has been lost.

There are other uses for soapstone. Tyre Glen, at Enon in Yadkin County on the Yadkin River, mined soapstone from the area mentioned above for his mansion which he built before the Civil War. This soapstone mine was, no doubt, one of the reasons for the location of the extensive archaeological Indian sites located along the river between the old Shallow Ford and Donnana, also between Forsyth and Yadkin Counties. There are 44 archaeological sites and five Indian fish traps in this stretch of the Yadkin, with sites located on both sides of the river. These sites are old, said to date back for centuries. The effort to get these sites on the National Register of Historic Places continues. Little progress was made in 1991 because of objections from some landowners.

Many Indian artifacts have been gathered from the river and creek bottoms in the general area of the archaeological sites. My brother, Thomas A. Reynolds, gathered a fine collection of artifacts from these areas which were classified and arranged by a representative of the N. C. Archives and History. The collection is now the property of his daughter, Mary R. Burks.

While researching the use of soapstone by the Indians of North

America, Terry Ferguson, working with Wake Forest University, found a letter written in 1915 from Olin Doub, grandson of John Doub, telling about his grandfather's tannery and Indian village. The letter had been written in response to a request for information on Indians in the present area of Forsyth County. Mark Wright, in an article, "Eighteenth Century Tannery in Forsyth Studied," in The Sentinel, September 14, 1978, revealed the contents of Olin Doub's letter and other information about John Doub.

In his letter Olin Doub called his grandfather's the "first tannery in this part of North Carolina which was in 1763." John Doub's home was built in the same year and is still standing, and nearby can be found many artifacts of a large Indian village. Doub said that the Indian camp was in the shape of a half-circle about a mile wide.. It spanned three creeks that flow to the Yadkin River.

The abundance of soapstone was probably a major reason the Indians banded together. "Soapstone is plentiful and it is of this that they made their cooking vessels, of which there are many pieces and whole pots over the ground at this time," Olin Doub said in his letter. There are still many artifacts in the woods around John Doub's home.

Olin Doub said in his letter that in the fall, when the leather was ready, many people would come to his grandfather's home. "After they had finished trading, the next morning, the company would get my grandfather to go through the manual of arms, he having served in the German army before coming here, and then they would get the Indian to show off his skill with bow and arrow."

According to Alan Snavely, one of the researchers working on the project said, that the Indian village was probably the home of several hundred Indians from several different tribes, and that it contained parts of the Saponi, Tutelo, Eno, Keyauwee and Cheraw, all probably

under a Catawba chief. Snavely thought that it was unusual that such a large village of Indians was holding this near the settlements at that late date. The abundance of soapstone was probably the major reason the Indians banded together there.

I visited the John Doub homeplace and was guest of Walter Doub, great, great grandson of John Doub, who showed me the old "industrial site." I was surprised to see John Doub's brick home built in 1763 to be in such fine condition. In a grove south of the house are some of the largest oak trees in North Carolina. Walter showed me where the lake was located, with the ends of the dam still intact. The lake supplied water to the tannery and brickyard. I saw the general location of the Indian village but much of it must have extended beyond John Doub's property.

I learned from Walter Doub that the whole area around John Doub's house, including the house, tannery site, lake site, brickyard and the Indian village were fenced in and locked up pending getting the area on the National Register of Historic Places. Someday this will be an interesting place to visit, the home and workplace of one of Forsyth County's most important pioneers of the 18th century.[29]

While working on the history of the Lewisville United Methodist Church in 1987, I found that John Doub was founder of the Doub's Chapel Methodist Church in the early 1780s. Doub's Chapel became one of the four leading Methodist churches in what is now Forsyth County by 1790. John Doub had two sons, Peter and Michael who became prominent Methodist ministers in the great revival that swept across the country in the first half of the 19th century. Doub's Chapel produced fifteen Methodist preachers and one missionary bearing the name Doub.[30]

While working on the John Doub story, I found that Gracie Reynolds, daughter of Dr. Archibald Reynolds, my great, great grandfather married John Doub's son, Michael Doub.

Chapter 6

THREE FAMOUS SHALLOW FORD COUNTRY FAMILIES

This chapter is about three important families living near the Shallow Ford on the Yadkin River. The first family is that of Joseph Williams, a patriot of the American Revolution with many illustrious sons. The second family was headed by Jacob Conrad who bought land for his sons on the river in about 1750. The Conrads left two ante bellum mansions on the Forsyth County side of the river, both listed on the National Register of Historic Places. The third family is that of Tyre Glen, slave trader, who built Glenwood, a fifteen-room mansion with twenty-foot square rooms and large halls. It is located at Enon, in Yadkin County.

The Williams Family of Panther Creek

One of the most historically important families in the State of North Carolina was established at Panther Creek, in the Lewisville area of western Forsyth County, on the Yadkin River, when Joseph and Rebecca Williams settled here and built a substantial home before the Revolutionary War. The fine Williams home in a setting of box-wood gardens and large trees, burned and was replaced with the existing building in 1907. This homeplace was a fashionable place for the socially elite; among the guests to the family estate were Henry Clay, John C. Calhoon, Daniel Boone and George Washington.

Joseph Williams, son of Nathaniel Williams, a native of Hanover County, Virginia immigrated to North Carolina about 1750 and married Rebecca Lanier of Granville County. They settled near the Shallow Ford on a stream known as Panther Creek.[1]

When the Revolutionary War came, Joseph Willisms commanded a

regiment of Whigs and served throughout the war. Joseph was away fighting when Cornwallis crossed with his British army in 1781; Rebecca, being forewarned of the approach of Cornwallis, took her two-weeks-old son and a slave woman and hid in the forest until Cornwallis had crossed the Yadkin and moved on. When she returned, she found that the enemy soldiers had taken everything except the house and the slave quarters. She made provision for her two older sons and the slaves and took her young baby on horseback to relatives in Granville County. She arrived safely with her relatives but "the little boy never recovered from the effects of his exposure in the more than twenty years he survived."[2]

William Rutledge, Jr. & Max Welborn in An Illustrated History of Yadkin County, comment on Williams family history:

> Today, in a beautiful grove on an elevated spot not far from the river stands the stately home of the late Smith Williams, which replaced in 1907 the former Williams mansion which burned in 1885. The homestead, rich in colonial furnishings, steeped in history, and surrounded with beautiful gardens and shrubbery was settled about 200 years ago by Joseph Williams who came south from Virginia and later was a hero of the Revolutionary War. He had 8 sons: Robert, Adjutant General of North Carolina; Joseph, Jr., Clerk of Court, Surry County, until his death in 1828; Col. John, U. S. Senator from Tennessee and later appointed minister to Central America; William, Thomas and Alexander, who went to Tennessee; Lewis, who was elected to Congress 14 times, serving 28 years without a defeat, at a time when North Carolina had only three Congress members for the entire state. When he died in Washington, February 23, 1842 at 56, he had been a member of that body longer than any man there, and was known as "Father of the House." One of his good friends in Congress was Henry Clay, who visited him at Panther Creek. The Youngest of Joseph's sons was Nicholas Lanier, who lived at Panther Creek...[3]

Nicholas Lanier Williams (Nick Williams) had two sons, Lewis and Joseph. Lewis was named for his uncle, Congressman Lewis Williams.

The fine country home became the property of Lewis Williams and later that of his son, W. Smith Williams, its last tenant. Lewis Williams and his son, W. Smith Williams were not in the family whiskey business.[4]

Smith Williams was a page in the North Carolina General Assembly in his teens; later played in the Chicago Symphony Orchestra; managed notable lecturers; worked in sales for R. J. Reynolds and American Tobacco Companies; and his last position before his retirement was sales manager for Bahnson Humidifier Company. Smith Williams' wife, Nellie Johnston Williams, was an actress. The writer was a friend of the family and on several occasions enjoyed the true southern hospitality for which Mr. and Mrs. Smith Williams were famous. I remember that on one occasion they entertained their guests by presenting vaudeville skits.

Smith Williams retired during the 1931 depression and spent some time in Lewisville. He joined a group of a dozen or so men, that included me, in playing croquet. This was no ladies brand of croquet, they used rubber-tipped, larger mallets, played partners and most teams were able to take over and run all of the wickets. The game was played along the east side of Shallowford Road, on Grant Clayton's lawn that ran from the Lewisville-Clemmons Road intersection to the schoolhouse driveway. The area was lighted and most of the play was at night. Smith enjoyed the game as one of the better players and had a lighted court at the old Williams homeplace. I remember playing there several times as his guest.

J. Lanier Williams, son of W. Smith Williams, is the present owner of the Col. Joseph Williams homestead. He is presently engaged in restoring the fine old home with its extensive boxwood gardens to its original splendor, and refurbishing the family cemetery where more than fifty members of the Williams families are buried. The cemetery

is located in the center of a grove of large trees, a short walk from the house.

According to an article by Andy Matthews, "Property Is Full Of Family History", Winston-Salem Journal, October 26, 1989: "It took 94 years and a hefty sum of money but J. Lanier Williams has returned a large piece of land to his family plantation. Williams and his wife Rebecca, paid $370,000 for the 176-acre tract along Williams Road which adjoins Williams' 404 acre homeplace in western Forsyth County." Williams is president of Lanier Williams Inc., a real estate firm in Winston-Salem.

Lanier has been involved in community affairs for several years and has a genuine interest in the history of western Forsyth and eastern Yadkin Counties. Lewisville natives were very pleased when he saved the historic old Laugenour House; building his shopping center behind it, instead of wrecking the landmark.

Although the Williams family had been in the whiskey business since the 1770s, Nick Williams (Nicholas Lanier), founded the Old Nick Whiskey Company. His "Old Nick" brand was known throughout the United States. He was successful in a large distilling and marketing operation; Congressmen and judges visited him at his Panther Creek estate. His home and distillery were located about a mile east of the Joseph Williams homeplace. At the time of prohibition, his was one of the largest distillery operations in the country.

The Old Nick Whiskey Co., established by Nicholas Lanier Williams, was carried on by his son, Joseph Williams, then in turn by Joseph's son, Nicholas Glen who was in charge until his death in 1913.

In 1903, the North Carolina General Assembly passed a bill that prohibited the operation of a distillery outside an incorporated town. Five days after the passage of the bill the Panther Creek settlement

was incorporated as the town of Williams, North Carolina.

William E. Rutledge, Jr. and Max O. Welborn, in An Illustrated History of Yadkin County, tell about the activities of Nicholas Glen Williams (1865-1913) in the Old Nick Williams Co. from 1903 until his death in 1913:

> The town of Williams was incorporated in 1903. Town officers were Mayor, N. Glen Williams; Board of Aldermen, Steadman Kiger, B. G. Arendell, Elisha Slater. M. G. Taylor was Marshal. Liquor manufacturers were Old Nick Williams Co., Inc. and R. E. Williams, wholesale dealer. N. Glen, son of Joseph Williams, a huge man about six feet, four inches tall was an imposing figure. He wore a high silk hat, a Prince Albert coat, and pince-nez glasses. Before the auto became common, he rode a carriage with a Negro driver, and on trips to the county seat at Yadkinville he often covered the floor boards of his surrey with samples of his product to pass out to friends. His troubles began when he insisted on buying government stamps after he sold his product instead of when he made it, as the Internal Revenue Service wished. His troubles skyrocketed one day when he horse-whipped District Attorney A. E. Holton in front of what is now the Anchor Co. in Winston-Salem. The Collector of Internal Revenue then ruled that he could not sell whiskey until he paid the tax. He refused and the government placed guards at his plant. When Mr. Williams died November 25, 1913 at 48 he still had stored away in his warehouse 28,000 gallons.[5]

Joseph Williams and his son, Nicholas Glen's branch of the Williams family does not end here. Nicholas Glen had four sons who were a credit to western Forsyth County and to the Williams family in the 18th and 19th centuries.

Joseph, the oldest son, died as an avaitor in World War I. Hollingsworth (1906-1968), organized and ran the leading insurance agency in western Forsyth County and developed real estate in the Lewisville area. Z. Vance and John Sharpe lived on the Nicholas Glen plantation. John built a new home there and Vance lived in the family homeplace. Vance ran the large river farm for several years

then joined John Sharpe in the mortgage, banking and real estate business, Williams Mortgage Services.

All three Williams brothers were involved in community and church affairs and active leaders in the Lewisville Civic Club which was responsible to a high degree in the development of the Lewisville area from 1945 to 1965.

On June 26, 1991, Z. Vance Williams' children had an auction sale at the Nicholas Glen Williams homestead. A hundred or more people came to buy prized family items. Among the many things of sentimental and historic value that were sold were a cabinet of post office boxes, of solid oak, trimmed in brass, that were used in the post office in the Town of Williams that Nicholas Glen Williams incorporated in 1903. They brought $150.

Zebulon Vance Williams (1911-1989) left two sons to carry on the family name, Z. Vance, Jr. and John Glen. There were also three daughters: Nancy Lloyd, Emily Essex and Susan Queen.

The Conrad Family
and
My Second Visit to Hilltop House

My first visit to Hilltop House was in July 1911. Augustus Eugene Conrad was host to me and other members of the Lewisville Methodist Sunday School at a Sunday School picnic. Mr. Conrad had not only been Sunday School Superintendent for twenty years but the leading founder of the church in 1878. He was one of the wealthest men in western Forsyth County. He farmed about 300 acres of river bottom land, ran a sawmill, a ferry and a fruit tree nursery. He built Hilltop House in 1857. It is located at the intersection of Conrad and Grapevine Roads, just west of the town of Lewisville.[6]

My second visit to Hilltop House was on November 25, 1991, 80

years after my first visit in 1911. I was shown through the ante bellum mansion by Mrs. Mary Conrad, widow of James Conrad, grandson of Augustus Eugene Conrad. My hostess gave me a tour of the fine old home including the basement. The house had been modernized with a mammoth heating and air conditioning unit and remained in excellent condition. The furnishings were the obvious product of a competent interior decorator and excellent housekeeping. Before James Conrad was married, he and his brother William had lived in Hilltop House and were responsible for the modernization of the mansion.

I asked Mrs. Conrad if I could take pictures of an old soapstone shingle that I knew was imbedded in the basement wall. She said that I may. The shingle had the name, Frederic Miller, May 21, 1798 carved on it. Miller operated a grist mill for River John Conrad, grandfather of Augustus Eugene Conrad. Mrs. Conrad also showed me a copper stencil that Augustus Eugene used to address boxes of fruit trees to customers. It was also on the basement wall.

Hilltop House was raided by U. S. General Stoneman's forces during the Civil War. They cleaned out the smoke house and every thing that they wanted but spared the house. Augustus Eugene had walled in an area in one of the rooms in the attic and moved the annual meat supply from the smoke house into the sealed-off area. The raiders left without the meat, which was vital to the family's survival. Augustus Eugene Conrad was one of the few wealthy men to survive the Civil War with a substantial part of his wealth.

John Conrad, known as River John Conrad, was a grandson of Jacob Conrad who settled in Pennsylvania with fellow Moravians in 1735, bought a large amount of land on the Yadkin River which he divided between his four sons. River John owned 950 acres of land on just one side of the river, according to Yadkin County tax records. He

also ran a ferry.

When River John died in 1850, Augustus Eugene Conrad, one of his grandsons, inherited the land upon which he built Hilltop House, another grandson, Alexander, inherited his homeplace, Riverview. Riverview is still standing and is located on Conrad Road, along with Hilltop House. The house, built in 1804, is now owned and occupied by Mr. and Mrs. George Gwaltney.

On a Sunday in July 1864, Alexander Conrad had been to church when someone burst in to say that Yankee deserters had been sighted nearby in the river area. Alexander (Alex) hurried from the church and crossed the river in his ferry and chased the Yankees on horseback up the west bank of the river. They had stolen a small boat. In an exchange of gunfire Alex was severely wounded. He died in October.[7]

One of my best friends is Richard Maxwell Conrad, a descendent of River John Conrad and a grandson of Alexander Conrad. Max and I sat in a double desk in our first day at Lewisville High School in September 1910. We were born in the same year, Max in June and I in August.

In 1927, Max received a letter from an uncle who was in charge of Catalina Island, located off the coast of California, inviting him to come, bring a friend or two and work on a golf course they were building during the summer. My father, L. A. Reynolds, loaned us a Model T Ford with which to make the trip. On the 16th of May, Max Paul Knight, a school teacher, and I set out with a gross of eggs and a tent tied on the running boards of the Model T Ford, with a limited supply of money.

Gasoline then was only 14 cents per gallon but of such poor quality that we had to stop in Kansas and remove the carbon from the motor and

grind the valves. We looked for three days before we found a shady grove across from a garage so that we felt safe in undertaking the job ourselves. We completed the repair but had to get a man from the garage across the road to pull the Model T off to get it started.

After three weeks we arrived at the California port of Wilmington, stored our Model T and bought tickets for a ship bound for Catalina Island, 30 miles off shore. Before embarking, we found that we had three or four dozen eggs left over from the crate that we carried on the running board. Max had the idea that we aught to divide the eggs three ways and put them in our suitcases with our clothes. Paul and I balked at the idea fearing that the eggs might crush but Max, in a huff, put all of the eggs in his suitcase with his clothes. When aboard, we walked by a large square hole in the deck with a railing around it where the porters were throwing suitcases to the deck below. Max walked by not seeming to notice, but Paul grinned and winked at me. That night when Max opened his suitcase, he found the eggs scrambled with his clothes---a messy looking sight! Max was, to say the least, very upset.

Max's uncle paid us 55 cents per hour for watering golf greens that were under construction; not a bad wage at that time. He took us fishing and goat hunting and permitted us to bring our "car" to the island, the only one there. The band played every day on the arrival of a steamer at Avalon loaded with tourists. We spent most of our evenings that summer at the dance pavilion. There were new faces every night.

On our way home we went by Yosemite Park. I thought it was the most beautiful place that I had ever seen. We talked to the rangers about the possibility of going directly up the 10,000 foot mountain to Tioga Pass when we left. It would save us traveling many extra

miles. They discouraged us from making the attempt; they didn't know of a Model T. Ford having made it up the mountain, but we decided to try it.

We had gone up the mountain about two miles when we found we were not all going to be able to ride, three would have to walk and one drive up the steeper grades. We had not gone much further when the grades became even steeper and we had to push. Fortunately, we had a fourth passenger on the way home, my brother Frank, a hefty 185 pounder. About half way up the Model T's low gear went out and we could go no further. There were no services on the mountain, neither was there a mechanic among us but we had a few wrenches. We talked it over and decided to take the cover off the transmission. We found that there were drums with adjustable bands on them that controlled the gears, reverse and brakes. We tightened the band on the low-high gear drum and we were back in business. What a relief! Had it been any other kind of car but a Model T, it would have been a tow-in situation. We made it up the mountain that day and camped at the top amid numerous bears.

It was cold. There was snow on the ground beside the road at the camp. Our blankets were too thin; we had to put on our warmest clothes in order to be able to sleep. The next morning we were awakened by loud voices. A bear had entered a car with a window about half way down and came out with a ham in its mouth. The couple who owned the car chased the bear and it ran up a tall tree with the ham. When we left they were still trying to get their ham from the bear.

We headed for Yellowstone Park. We went by Cody, Wyoming where we saw a pile of elk antlers as high as a house, I believe in memory of Buffalo Bill Cody. At Yellowstone Park we had our first thick milkshake and watched Old Faithful go to its full height twice. We

were very much impressed with the great geyser, the boiling mud and the magnificent scenery. After we left Yellowstone, we learned that Lindbergh, the "Flying Fool," had flown across the Atlantic Ocean.

This wonderful trip when Max and I were 23, before we had taken on the responsibilities of making a living and marriage, was an adventure to be remembered the rest of our lives. Max still reminds me after 65 years in May, that it was the 16th of May when we went to California.

Max Conrad still lives on that 200 acres of Conrad land that was handed down to him from his great, great grandfather, River John Conrad. This land, now ready for development, is worth well over one million dollars.

Glenwood and Tyre Glen

The ante bellum mansion of Tyre Glen, located at Enon on the Yadkin River, is said to be "the most historic landmark in Yadkin County that is still in use." The Greek revival house with its Doric portico and fifteen large rooms has been restored to its original splendor by Mr. and Mrs. George Boyd, who live there. Glenwood was placed on the National Register of Historic Places in 1979. The property once consisted of over 6,000 acres and housed 350 slaves.

Tyre Glen married Margaret Bynum of Stokes County in 1836, then moved to Mississippi where he engaged in the slave trading business until about 1841, when they returned to Glenwood and lived in a cottage there for ten years while Glen was getting the materials together and building the mansion.[8]

The following is a conversation between Tyre Glen, Jr. and Dr. Howard Rondthaler, as reported by a writer in the Winston-Salem Sentinel in an issue dated 1922:

'You know I have just completed putting the old homestead, near the Yadkin bridge in just as good shape as the building was in 1851, when father completed the old home. You know', said Mr. Glen, ' the old home is good for as many more years. It was built by hand. The materials were all hand cut or sawed and hand finished. The foundations were of hand-dressed rock. The chimneys, the fire places, eleven in number, the hearths and the fireplace facings are all of soapstone. It required two years to cut, and shape and season the soapstone for this work. The building is all of the best forest pine. This too, was cut, sawed and cured in father's drykiln over a direct fire. The cherry doors, thirty-two in number, were sawed from cherry trees down in the old meadow and the lumber was cured by the same process. Each door is neatly paneled and hand made. The home is two and one-half stories high with 15 rooms. Each room is twenty feet square, with extra high pitch ceilings. The halls are 37 feet long and 13 feet wide, and the flights of stairs are very wide, and spacious. You know, it required five years to complete this house and today there is not any sign of shrinkage in any of the materials, although it was erected seventy-one years ago. I do not believe it will need any repair work for the next fifty years.'[9]

Tyre Glen bought 901 acres which includes the Glenwood property in 1840 for $8,000 from Jacob Conrad. The next year he started getting the materials together to build the Glenwood house. Sawing out and curing the soapstone used in the construction was an enormous task that required two years. Cutting, drying and processing the lumber by hand for the construction was also a difficult and time-consuming procedure. The processing of materials and the actual construction of the building continued until 1851, when the building was ready for occupancy.

Glen was a wealthy man by 1860 with a 3,500 acre estate in Yadkin County and 1983 slaves. The Glens were active in the ante bellum social life of that day and Glenwood became a social center for many famous people who visited there. Among the distinguished visitors

were: Gov. Zebulon B. Vance, Chief Justice Richmond M. Pearson, and Stephen A. Douglas, Jr., whose father ran against Abraham Lincoln for the United States Senate.[10]

Tyre Glen operated a ferry across the Yadkin near Glenwood. The road from the ferry ran through Glen property and there were both Confederate and Union soldiers coming by the house. The Glens were said to have kept food on tables beside the road, in front of the house for the returning Confederate soldiers. Union soldiers raided Glenwood more than once during the war but left the building undamaged.

Glenwood remained a great plantation for 14 years. The end of the Civil War brought hard times. Mrs. Tyre Glen died on July 3, 1871. Tyre Glen died on October 7, 1875 at the age of 75, and Glenwood passed down to the Glen children, and then to the grandchildren. Miss Fannie Glen Hellen, one of Tyre Glen's daughters, lived at Glenwood for many years. She died in 1957.[11]

Miss Fannie Glen was hostess at Glenwood during the late 1920s and 1930s to young people from towns and villages around Glenwood. The writer attended square dances there in his youth. With the twenty foot square rooms, wide halls and high ceilings, Glenwood was perfect for these gatherings. It was an honor to receive an invitation from Miss Fannie to one of these occasions although we knew that we were expected to act like ladies and gentlemen. Miss Fannie continued the social tradition that her parents had practiced years before.

Tyre Glen operated a ferry on the Yadkin River before and after the Civil War. It was located near Glenwood on the Yadkin County side of the river. The approach road to Glen's Ferry from the Forsyth County side of the river still exists. Tradition says that after the Civil War, when the slaves were freed, Tyre Glen marched his slaves on to his ferry and carried them across the river to the Forsyth County

side of the river and left them. There was a small settlement of Blacks nearby for many years.

The extensive use of soapstone in the construction of the Tyre Glen house, an unusual practice in this area, motivated me to try to find the location of the mine. I asked my friend, Sam Needham, who was with me in the exploration of the Shallow Ford in 1953, for information on the location of the mine. He found that there was a soapstone mine located on land owned by R. S. Boger, near the old Doub cemetery but he could not determine that Tyre Glen's soapstone came from there. I also talked to Walter Doub again. He said that there were several talc outcroppings on the old John Doub property but that he did not know the location of a mine. However, he said that soapstone could be found by excavating at the talc sites.

Chapter 7

FOUR SMALL TOWNS: LEWISVILLE, CLEMMONS, HUNTSVILLE & ROCKFORD

Chapter Seven features four small towns: Lewisville, Clemmons, Huntsville and Rockford. All are located near the Yadkin River in the vicinity of the old Shallow Ford, and are filled with the history of Shallow Ford Country since before the American Revolution. Lewisville and Clemmons are on the western border of Forsyth County, Huntsville, the oldest town in Yadkin County, is located on its eastern border and Rockford, a former historic county seat of Surry County, is located on its southern border. Many interesting historic sites remain in these areas.

Lewisville

The area that is Lewisville lies in western Forsyth County, west of Muddy Creek, and extends to the Yadkin River. The Shallowford Road runs through this strip of land 9½ miles in length to the old Shallow Ford and the river. The Lewisville post office is the only one that has served this area, with the exception of that of the Town of Williams, N. C. from 1903 until North Carolina prohibition in 1908.

The Forsyth County Bicentennial Map of 1975 lists the village of Lewisville as existing in 1777, the date of the establishment of the Shiloh Lutheran Church which is located here. However, Lutheran Church historians say that there was a settlement of German Lutherans "living in that section long before the church was organized and prior to the coming of the Moravians in 1752."[1] Furthermore, in 1747-1748 there were six families living in the Bryan Settlement at the Shallow Ford, six miles from the village.[2]

It would seem, considering the evidence, that the latest date

for the establishment of the village that was to be named Lewisville in the 1850s, was in 1772, when the Moravians built the Shallowford Road to intersect the Great Wagon Road here. The village that was to become Lewisville was most likely called Muddy Creek until it was named for Lewis C. Laugenour in the late 1850s. At least, Shiloh Lutheran Church was known as Muddy Creek Lutheran Church in the 18th century. The second church at the settlement, Concord Methodist, was established in 1781, the year that British Gen. Cornwallis came through the area with 5,000 Redcoats.

The building of the Shallowford Road in 1772 not only definitely established the location of the village that was to become Lewisville, but it also became an important trade route between Salem and the areas west of the Yadkin. As stated elsewhere, the village was a crossroads rest stop for the Shallow Ford, at the intersection of the Shallowford Road with the Great Wagon Road from Pennsylvania.

I will point out here that I will omit from this discussion of Lewisville's history some of its most important historical assets since they have already been presented elsewhere as history of Shallow Ford Country and western Forsyth County. These important historical assets in the Lewisville area are: The Williams Family, The Conrad Family, Conrad's Ferry, Nading's Ferry, Styers' Ferry and the Shallow Ford.

Lewisville Area in the 19th Century

The older churches in the Lewisville area had a part in the great campground revival that swept across the country from 1800 to 1850.

Lewis Case Laugenour, 1826-1893

It is common knowledge in Lewisville that Lewis Laugenour owned the land upon which the village is located, gave the land for the locations of the Lewisville Methodist and Baptist Churches and built

a large brick home about 1860, on Shallowford Road, the main street of Lewisville.

I believe that the most accurate history of Mr. and Mrs. Laugenour was given by Mr. and Mrs. John T. Craft to Cowan H. Caldwell, a reporter for the Winston Salem Journal and Sentinel which was published April 23, 1933. The writer knew Mr. and Mrs. John Craft very well as older members of the Lewisville Methodist Church and as leading citizens of the village.

Cowan said in his first paragraph, "Lewisville has been in existence for seventy-four years. Its establishment and growth are due to the generous spirit of Lewis Laugenour, whose widow, Mary Elizabeth Laugenour, 2422 Waughtown Street, died last Sunday at the age of 91 years."

The Crafts were quoted as follows: 'Lewis Laugenour, the father of Lewisville was born on a farm not so far from the present community. He went to California during the gold rush of 1849 and became wealthy. He returned to his native heath in 1856 or 1857.'

'The first act of Mr. Laugenour after returning home was to purchase all of the land on which Lewisville is now located. He decided to build a residence there and first a small building was erected to house the workmen.' "Additions have been made to this house and it is now the home of Mr. and Mrs. Craft. The Laugenour home was completed in 1858. Mrs. Craft said that she was sure of this date for it was the same year that she was born." [Mary Wright Craft, 1858-1937]

'After establishing his residence, Mr. Laugenour conceived the idea of creating a town on his property. He invited people to come to that section and build homes. He offered to give land to anyone who would build a home on the property. His offer was accepted by many.

To others he gave land on the condition that they would grow tobacco on the property. Such was the early history. To show its gratitude for what Mr. Laugenour had done, the village was named Lewisville (for his first name, Lewis) in honor of Mr. Laugenour.'

'Started as a community of workers, Lewisville has grown into a trading center. Long before good roads were heard of, planters stopped in Lewisville to spend the night en route to Winston-Salem (Salem until 1851, Winston until 1913) to sell their tobacco. For years a regular campground was maintained in the heart of the community. Seven roads converge in the heart of Lewisville and people come from miles around to trade here.'

Lewis Case Laugenour, 1826-1893 married Betti Nissen, April 26, 1859, a daughter of J. Phillip Nissen, the founder of the famous Nissen wagons, for the manufacture of which there were three factories, operated by his descendents. (from Laugenour Family History)

He returned from California in 1857 and built a fine residence at Lewisville and established the village in which he lived, died and was buried. He was a prominent, influential and leading citizen of his community. During the Civil War he was a Justice of the Peace, which gave him exemption from service in the army, except from the home guard, to which he was called into service a few months in the eastern part of the state. He was about 5 ft. 6 in. high and weighed 300 lbs. or more. He was well off. He had no children. He died very suddenly; was apparently in good health, ate a hearty breakfast, was lively and cheerful, conversing with friends and relatives, went to the front door to speak to a man on business, complained of feeling indisposed, passed back into his room, fell on his bedside where he expired in a few moments.

He was distinguished for his large heart and kindness to the poor for whom he did many kind acts. He was also a man of eminent hospitality and delighted to entertain his friends. His gifts for benevolence were frequent and large. While not a member of it, the Baptist Church at Lewisville owes its existence largely to his liberal and generous gifts, while other church buildings in the surrounding county were liberally aided by him.

Further information on Lewis Laugenour, was provided in August 30, 1960, in an article, "Big Man Named Lewis" by Jo Dawson, Twin City Sentinel reporter:

"Lewis Laugenour was 'a big man' physically and he lived in a big brick house with servants. He had a good, young wife, but no children. He was a descendent of the Laugenour family that came to Friedland in 1773. Lewis must have come to Salem as a young man to work in the famous Nissen Wagon Works, for it is widely known that 'he rocked his wife (a Nissen daughter named Betty)in the cradle.'

"Some say that when he told the Nissen family good-by in the 1840s, young Lewis vowed to come back and marry that pretty little girl he had rocked in the cradle. Then he headed west and got rich in the California gold rush. Twelve or thirteen years later he returned to Forsyth County, took the 16-year-old Nissen girl as his bride and built the big house in Lewisville,"

An elderly woman said that Mrs. Laugenour was a "fine woman and a good Baptist." "Mr. Laugenour," the woman said with assurance, "attended church." The young wife outlived the husband by many years. No children survive to fill the blank spaces in the story turned legend.

Both Mr. and Mrs. Laugenour are buried in the Lewisville Baptist Church Cemetery. Their gravestones read as follows: L. C. Laugenour 1826-1893 and Mary Elizabeth Laugenour 1843-1933.

When the writer started to school at the Lewisville High School in 1910, the C. O. Sprinkle family owned and occupied the Laugenour house. Mr. Sprinkle also owned 200 acres or more land behind the house which was located on the west side of Shallowford Road in the center of the village. This land was later developed, including the Bellenet and Shallowford Forest Developments. Mr. Sprinkle was also a prominent Lewisville citizen, raised a family in the Laugenour house, owned the Lewisville Roller Mill at that time and a large Yadkin River Plantation on Williams Road.

While C. O. Sprinkle owned the Laugenour house it was almost surrounded by porches. In recent years, when Lanier Williams bought the property which included the Laugenour house for a shopping center, he removed the porches and returned the house to its original proportions.

Nissen Wagons

John Phillip Nissen started manufacturing wagons on Waughtown Hill, south east of Salem in 1834. By the mid-1870s Nissen's Wagon Works were spread over a 600 acre tract of land. The big schooner-type wagons, high in the back with white oak bows covered with canvas, were used in the Civil War, the migration to the west after the war and by thousands of farmers to haul their products of farm and forest to market. The manufacture of tobacco began in Winston in 1772 and the covered wagons served tobacco farmers well in the long trips to market where they camped in the wagons during the trips.

Much of the wood used in the manufacture of the wagons was supplied locally or from west of the Yadkin. Odell Mock, local historian, says that Nissen had a sawmill at Lewisville in the late 1800s. I remember seeing a sawmill base and carriage on a vacant lot south of the Laugenour house but there was no building. Odell says

that this was what was left of the Nissen mill.

Lewisville in the Civil War

The Lewisville area's big ante bellum homes; the Williams' Panther Creek House, the Conrad's Hilltop House and River View, and the Laugenour House escaped being burned during the Civil War, however, some of them, including Hilltop House were raided by General Stoneman's forces near the end of the war. A number of men from the Lewisville area were drafted for service in the war, including my grandfather, F. L. Reynolds, who was wounded at Gettysberg and lost three of his brothers in battles or in enemy prison camps. Eli Mullican, who built the brick house on Grapevine Road (Conrad's Ferry Road), is said to have served with the North during the war, but he was a friend of my grandfather and I believe, went to reunions with the Confederates.

The Burnt Tavern

Lewisville was on the route of the Salem four-horse stage to Statesville. "Mr. William James Leach says John Booe lived on the Pinchbeck farm of 125 acres known as Burnt Tavern, in Clarksville Township one mile from Bear Creek Baptist Church. It was here that the four-horse stage from Salem by Shallow Ford (near Huntsville, Yadkin County, N. C.) stopped and inmates spent the night, going next morning to Statesville and back towards Salem."

(Mc. Cubbings Collection, Rowan County Public Library and Kyle Stimson.)

Lewisville In 1884

In 1884 traffic was heavy on the Shallowford Road from the Shallow Ford and three ferries, Conrads', Nadings' and Styers'. Lewisville's tavern, campground and stores were busy. Lewisville was described in

a directory of Forsyth and Guilford Counties that year as a trading and shipping point. The village had a justice of the peace--J. P. Binkley; two ministers--Rev. S. F. Conrad (Baptist) and Rev. A. W. Craft (Methodist); a tobacco manufacturer--W. A. Vogler; a saloon keeper--J. F. Whitman; and a general merchandise dealer--Eugene H. Wright. Also, the town had thirty-five farmers who listed Lewisville as their home.

There were five one-teacher schools in the Lewisville area in 1884: Lewisville, Blackburn's, Grapevine, Black's and Warner's. Lewisville's School was located in the south end of town near Highway 421. This one-room building was used by the Lewisville Methodist and Baptist Churches before their first church buildings were completed in 1882.

In 1884, the twelve Methodist churches of Forsyth County composing the Forsyth Circuit bought a house toward the south end of Lewisville for a parsonage. The churches on the east side of the county thought that Lewisville was too far west for a parsonage location and the circuit spent five years in collecting the money to pay for it. A division of the circuit gave the Lewisville Circuit the parsonage in 1901. Many improvements were then made on the parsonage and it served until 1935, when a new parsonage was built. The old parsonage building stands but its appearance has been changed.

Lewisville - 1901 to 1914

The Lewisville Academy was founded by the Methodist Quarterly Conference of the Lewisville Circuit in 1901. After the State High School Law was passed in 1907, the academy was made a second grade high school, the first in Forsyth County. It later became a regular four-year high school. A catalogue of Lewisville Public High School

for 1911-1912 described the courses of instruction, requirements for boarding students and gave the names of all the teachers, students and school trustees. Members of the Board of Trustees were: W. R.Wagoner, a farmer; J. T. Poindexter, a merchant, who lived and ran a store across the road from the Methodist Church; C. B. Doub, teacher and musician, his house still stands toward south end of town; Dr. J. D. Williams,a physician, his large house on the east side of Shallowford Road, near the center of town, still stands; L. A. Reynolds, a nurseryman, ran a nursery on Lewisville-Clemmons Road at Reynolds Road; his house built about 1890 still stands. J. H. Moser, merchant, lived and ran a brick store on Shallowford Road near the south end of town; the house and store still stand. The Lewisville one-room school was taken in by the academy in 1901. The remaining four Lewisville area schools were taken in when the academy became a high school in 1907.

My earliest impression of Lewisville was formed between 1910 and 1914. I started to Lewisville High School in 1910, at the age of six. I walked the mile from the Reynolds homestead to school. It was not only before the day of school buses, it was before the automobile came to Lewisville. By 1912, we occasionally saw a doctor's car from Winston during the summer months. The roads were so red muddy, cars had to be pulled out of mudholes with horses in the winter months, even until 1915, when the State topsoiled the roads in the rural areas. Mr. W.E. Lasley, for whom Lasley Road is named, had a large team of horses with which he pulled cars from mudholes at the intersections of Lewisville-Clemmons Road with Lasley and Reynolds Roads. He got $1.50 to $3.00 for his services, the equivalent of ten times that amount now.

I remember several adventures around Lewisville after I started to school in 1910. I bought candy at one cent per stick and saw larger

boys buy Reno cigarettes for a penny each at Bob Whitman's store which was located at the intersection near the Lewisville Baptist Church. I saw many covered wagons come through Lewisville and saw them in the Lewisville campground across the street from Eugene Wright's brick store. I saw the charred remains of camp fires on the campground. In 1911, Mr. Eugene Conrad, owner of Hilltop House, at the intersection of Conrad Road and Grapevine, took me along with several other kids for a ride across the river and back on his large ferry boat. I remember walking from the Reynolds homestead, across Mr. Philip Mock's farm, now the Sequoia Development, on a path that led to the Methodist Church. The path went by the home of the Inscore sisters who were known for hunting squirrels with a muzzleloading shotgun or rifle. Further along the path was an old stillhouse that probably supplied the Lewisville tavern years before and was now deserted. Mr. Philip Mock's daughter, Josephine, said that she was always afraid when she went by the stillhouse.

The 1916 Flood

On July 16, 1916, my father, L. A. Reynolds, of Lewisville, brought two of my brothers and me in his carriage to the Yadkinville Highway Bridge to see the flooding Yadkin River. I was twelve years old and had never conceived of the possibility of the river rising to this height; it ran in torrents from hill to hill. The almost-new steel bridge seemed to be floating on the surface of the water. The water level was barely a foot under the floor of the bridge. There was the feeling that the bridge may go any minute! Forsyth County workmen were stacking lumber that had caught against the upper side of the bridge. They were working near the Forsyth County end of the bridge, which was closed to traffic, of course. Just about every-

thing that would float was coming down the river: lumber, logs, trees, furniture, bales of hay, hay stacks, parts of houses, oil drums and watermelons.

The Yadkinville highway bridge held, but bridges just like it at Donnana, Elkin and Crutchfield were destroyed. The height of the water at Idol's Powerhouse, south of Clemmons, reached a height of thirty-five feet on July 16. In the flood of 1898, a height of only twenty-seven feet was recorded. This being before the days of rapid communication, The Winston-Salem Journal carried the news on July 18, 1916.

The Journal headlines were as follows: "15 MILLION PROPERTY LOSES AND 15 PERSONS DROWNED," "TOWN OF ELKIN HIT HARDEST BY THE YADKIN RIVER TORRENT," "60 RESIDENCES WASHED WASHED AWAY AND 6 LIVES LOST,"[Asheville] "TEN OF 14 MAROONED RAILROAD MEN STILL MISSING: TRAFFIC IS TIED UP AND ALL ELECTRIC POWER CUT OFF." [Charlotte] The Journal report disclosed that the flooding resulted in a great amount of damage along other rivers as far west as the Tennessee River and at Knoxville, Tennessee.

> Asheville, July (UP) As near as could be estimated the net results of the flood Sunday were: Six lives lost, sixty residences washed away; four hundred people homeless; twelve hundred without employment; twenty-five industrial plants partially destroyed; complete tie-up of railroad traffic, with one exception; property loss of $10,000,000. The home of Captain J.C.Lipe was swept away early Sunday and he was drowned. His two daughters, Mrs. Leo Mullholand and Miss Nellie Lipe, were swept down the valley, but clung to tree tops and one of them used her sweater with which to tie her sister and herself to the branches of a tree. They were taken off when the flood receded today, bruised and almost prostrated, but not seriously injured.
>
> Charlotte, July 17 (UP), Ten of the fourteen Southern Railway officials and employees who went down with the railway's main line bridge at Belmont, 12 miles below Charlotte, late Sunday afternoon, still

were missing tonight, and it was thought altogether probable that all were drowned. Six of the men were rescued on the Charlotte side of the river by two blacks, who rowed across the turbulent stream in a flat bottom batteau from the Gastonia side and took the marooned men out of the trees, three at a trip. On the second trip the blacks themselves were overturned into the river, but succeeded in righting their boat and completing their mission of life-saving. These blacks, whose names were Fons Ross and P. H. Stowe, were the real heroes of the day. It was reported tonight that they had started out again, this time to an island four miles below the bridge site, on a rumor that several of the bridge men were marooned there.

Three more railroad bridges on the Catawba River and the Wateree, into which it flows in South Carolina were washed away today as the 40-foot flood tide that on Sunday took away four railroad and four or more highway bridges in North Carolina and swept on down into the adjoining state. A million spindles were cut off in Charlotte. Electric power was off.

On July 18, 1986, The Winston-Salem Journal carried an Associated Press article, "Water Was 15 Feet Deep", telling about the great damage to Asheville resulting from the flood of 1916. The Asheville Citizen wrote on July 17, 1916, "By the time the 15-foot floodwaters receded back into the French Broad and Swannanoa Rivers several days later, 29 people --- and Asheville's ambitions to become a major industrial center --- were dead." According to Milton Ready, U.N.C. History Department, "Tobacco warehouses, lumber mills, railroad facilities, steel mills, mica processing plants and textile mills were washed away in the flood and Asheville never rebuilt along the once-busy river front. But fears of more floods kept the city from rebuilding Riverside Park, 'The most magnificent recreation park ever built in Western North Carolina.'"[3]

Lewisville In 1914 to 1920

This was a period of great change for the Lewisville area. With

the building of bridges over the Yadkin at Clemmons and the Yadkinville Highway (old 421) in 1914, new routes into Winston-Salem were established; the Shallow Ford and Lewisville's three ferries shut down. The Shallowford Road which had been the main entry from the west into Forsyth County for 140 years was deserted by all through-traffic into Winston-Salem, leaving only a little local traffic. Lewisville became the western frontier of Forsyth County for twenty years.

This period marked an even greater change, the coming of the automobile and the end of horse and buggy days. The new routes now had better roads. With the establishment of the North Carolina Highway Department in 1915, the State bought topsoil from farmers and converted most of the muddy roads to sand clay. The roads from Yadkinville and Mocksville to Winston-Salem were paved in the early 1920s. The West Bend bridge was built in 1920, but it never carried any through-traffic.

Lewisville In the 1920s

It will be possible to locate most of the persons mentioned in this section on the map of Lewisville on page 122. Also many of the families listed in the section, "Lewisville Families in the 1920s" will be found on the map. However, this is not a census of the Lewisville area. It is Lewisville as I knew it in the 1920s. The map is reasonably accurate but is not drawn to scale. I hope that this listing of Lewisville people will help identify residents of this area for years to come.

A son of A. Eugene Conrad, Eugene Moore Conrad and his family, were living in Hilltop House in the 1920s. Also, later, William and James Conrad lived there. Its present occupant is Mrs. James Conrad.

"River View", River John Conrad's home, was occupied by John Springs Conrad, son of Alexander Conrad, and his wife, Sarah. Springs Conrad died in 1922 but his wife continued to live in the house until she died in 1945, when it was sold to persons outside the Conrad family.

W. Smith Williams and family were living in the Joseph Williams homeplace in the 1920s. Lanier Williams, son of W. Smith Williams, is now restoring the home place to its original proportions.

The home of Nicholas Glen Williams, also at Panther Creek, was owned and occupied by Mrs. Williams and the family during this period. Nicholas Glen Williams died in 1913. His grandchildren now own the homeplace.

C. O. Sprinkle and family were living in the Laugenour House during the 1920s. They provided a boarding place for school teachers for many years. Mr. Sprinkle, a Baptist, was a prominent citizen. In addition to owning much of the Laugenour land, he owned a large river farm and the roller mill. Mr. Sprinkle built porches around three sides of the Laugenour house while he owned it.

Sidney T. Moser bought the J. T. Poindexter house located across the street from the Lewisville Methodist Church and moved his family to Lewisville in the early 1920s. Sidney Moser married Carrie Mock, daughter of Philip Mock who owned the farm that became the Sequoia Development on the Lewisville-Clemmons Road. Mr. Moser worked as a foreman in one of R. J. Reynolds' factories most of his life, buying all of the company stock that he could afford. When the RJR-Nabisco stock was sold in 1989, the stock that Sidney T. Moser had given his children sold for over $5,000,000.

F. H. Jennings brought his family from Virginia to Lewisville in

1925 and bought the Fairview Roller Mill from the Sprinkle family. The mill was built by J. P. Sprinkle in 1910 and after his death was operated by C. O. Sprinkle, his son, until 1923. Mr. Jennings was a miller in Virginia and with his knowledge of the business the Lewisville Roller Mill became a very successful enterprise. Mr. Jennings' chief asset was his family. This family of millers produced products from one of the most successful roller mills in the state. Mr. Jennings and the Jennings family members were leaders in community affairs and the Lewisville Baptist Church.

L. A. Reynolds moved his family and nursery back to the original site at Lewisville, on Reynolds Road, in 1924. He had leased the John Hanes farm, on the Country Club Road in Winston-Salem, for seven years as a location for his nursery business, 1917 to 1924. He added two adjoining tracts of land to his nursery at Lewisville and was to become the leading nurseryman in Forsyth County. L. A. Reynolds was leader in the Lewisville community and the Lewisville Methodist Church. In 1947, four of L. A. Reynolds' sons formed "L. A. Reynolds Company", a contracting firm involved in asphalt paving, utilities, landscaping, and interstate highway construction.

For me, the writer, Galloway Reynolds, the oldest son of L. A. Reynolds and Bessie Binkley Reynolds, the 1920s were an eventful decade. I moved back to Lewisville with the family in 1924 and in 1925 commuted back to R. J. Reynolds High School in a Model T Ford to finish my senior year. I graduated in 1925 and that fall entered Duke University at the age of 21. I finished a successful freshman year at Duke but did not return as a sophomore in 1926 for various reasons that seemed legitimate at the time, however, my education has continued.

In 1927 two friends and I drove a Model T. Ford to California and worked that summer on Catalina Island on the construction of a golf course. In the fall of that year I started in business as a landscape contractor and designer and a sales representative for my father's nursery. In January 1928 I married Louise Moser, daughter of Mr. and Mrs. Sidney T. Moser of Lewisville. I was very successful in business until the coming of the great depression in 1931.

The Dr.John Williams house, the large house located near the center of the town on Shallowford Road, was owned and occupied by the H. C. Sheets family during this period. Dr. and Mrs. Williams moved to Guilford College in the early 1920s.

Melville Doub, Lewisville's leading baseball player during the 1920s, became a dairy farmer and years later developed his farm in the south end of town into Melville Estates.

A. Grant Clayton lived on a large lot on the east side of Shallowford Road, between Lewisville-Clemmons Road and the school entrance. He ran a blacksmith shop and a Model T garage across the street from his home and beside J. R. Whitman's store.

Coy E. Dull, a farmer, living near the south end of the village, was killed in 1920 when his farm tractor reared up and fell back on him.

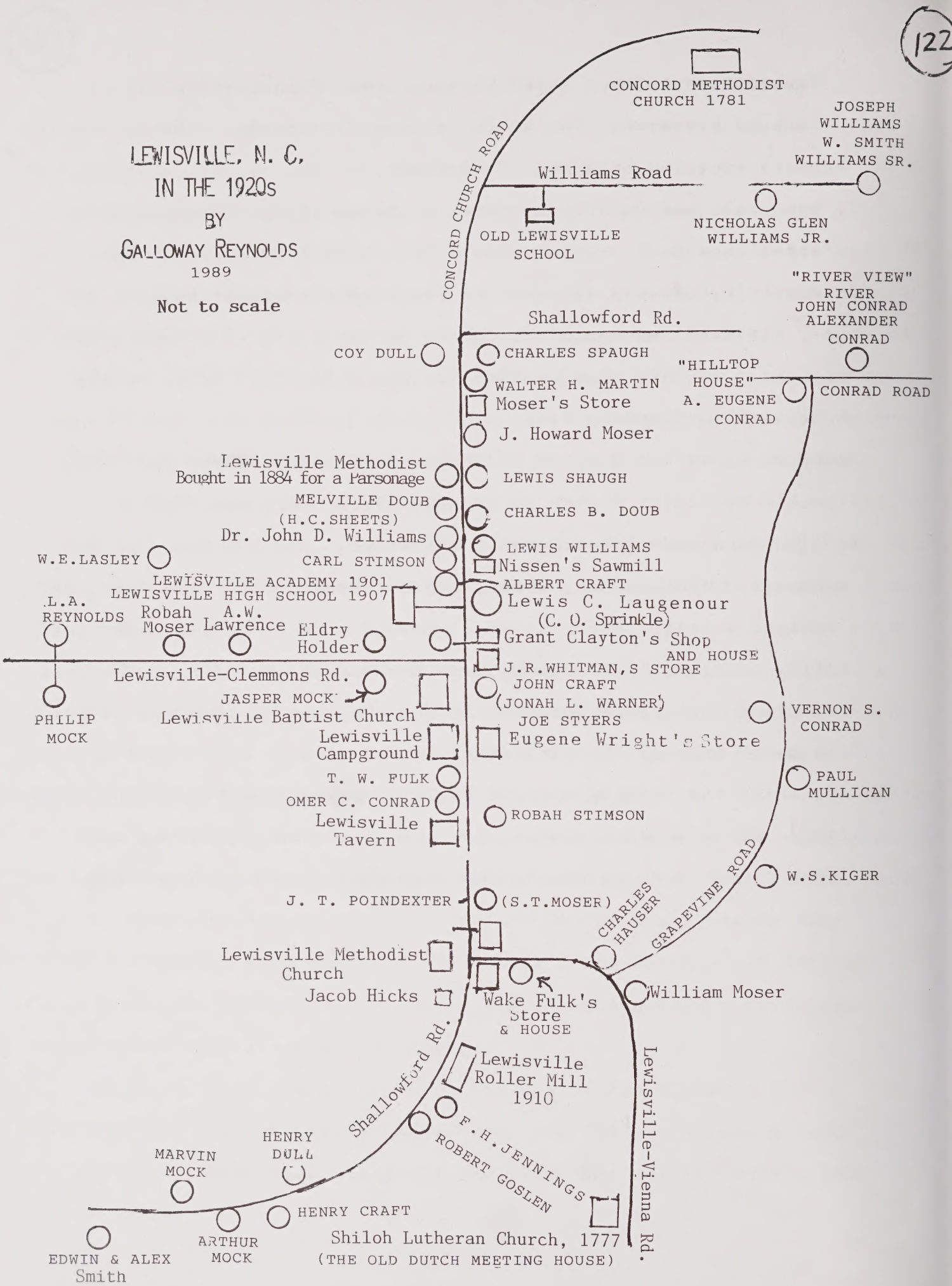
J. Ellery Holder, a farmer, lived on Lewisville-Clemmons Road next to the Lewisville High School. Two of his sons, Matthew and Irving, later built the Lewisville Furniture Store and operated a furniture factory on Lewisville-Clemmons Road.

Jasper W. Mock owned a farm on the Lewisville-Clemmons Road adjoining the Baptist Church Cemetery in the 1920s. He was a leader in the Lewisville Methodist Church in the 1920s and was the town's best checker player.

J. Howard Moser, lived near the south end of Lewisville and ran a store next to his home. The brick store still stands. The J. Howard Moser home is occupied by a son, Fred Moser.

T. Wake Fulk was running a store at the northwest corner of the Shallowford-Vienna Road intersection in the 1920-1930 period. His and his family's home was situated on the property adjoining that of the store, but later he bought the A. W. Lawrence house on Lewisville-Clemmons Road. T. Wake died in 1943 but his wife still lives at the home on Lewisville-Clemmons Road.

Jacob D. Hicks ran a store on Shallowford Road, on the east side of Lewisville Methodist Church during the 1920s. His son, Charles, and his wife Edna were later running the store. Jacob's son, Matthew, was a minister. Another son, James, and Joe Craft, both then youngsters, barely escaped a tragic death in an explosion of a large gasoline tank at a filling station, then located near the Masonic Building. The tank had been out of the ground for months, but when one of the boys dropped a lighted match into it the explosion rattled windows all around Lewisville and moved the filling station building several inches on its foundation. It is still a mystery how the explosion ripped the tank apart, with little more injury to the boys than singeing their hair.


LEWISVILLE, N. C.
IN THE 1920s
BY
GALLOWAY REYNOLDS
1989
Not to scale
CONCORD METHODIST CHURCH 1781
JOSEPH WILLIAMS
W. SMITH WILLIAMS SR.
CONCORD CHURCH ROAD
Williams Road
OLD LEWISVILLE SCHOOL
NICHOLAS GLEN WILLIAMS JR.
"RIVER VIEW" RIVER
JOHN CONRAD ALEXANDER CONRAD
Shallowford Rd.
COY DULL
CHARLES SPAUGH
"HILLTOP HOUSE"
A. EUGENE CONRAD
CONRAD ROAD
WALTER H. MARTIN
Moser's Store
J. Howard Moser
Lewisville Methodist
Bought in 1884 for a Parsonage
LEWIS SHAUGH
MELVILLE DOUB
(H.C.SHEETS)
CHARLES B. DOUB
Dr. John D. Williams
LEWIS WILLIAMS
W.E.LASLEY
CARL STIMSON
Nissen's Sawmill
LEWISVILLE ACADEMY 1901
LEWISVILLE HIGH SCHOOL 1907
ALBERT CRAFT
Lewis C. Laugenour
(C. O. Sprinkle)
L.A. REYNOLDS
Robah Moser
A.W. Lawrence
Eldry Holder
Grant Clayton's Shop
AND HOUSE
J.R.WHITMAN,S STORE
Lewisville-Clemmons Rd.
JOHN CRAFT
(JONAH L. WARNER)
JASPER MOCK
Lewisville Baptist Church
JOE STYERS
VERNON S. CONRAD
PHILIP MOCK
Lewisville Campground
Eugene Wright's Store
T. W. FULK
PAUL MULLICAN
OMER C. CONRAD
ROBAH STIMSON
Lewisville Tavern
GRAPEVINE ROAD
W.S.KIGER
J. T. POINDEXTER
(S.T.MOSER)
CHARLES HAUSER
Lewisville Methodist Church
Jacob Hicks
Wake Fulk's Store
& HOUSE
William Moser
Shallowford Rd.
Lewisville Roller Mill 1910
Lewisville-Vienna Rd.
F.H. JENNINGS
ROBERT GOSLEN
HENRY DULL
MARVIN MOCK
HENRY CRAFT
ARTHUR MOCK
Shiloh Lutheran Church, 1777
(THE OLD DUTCH MEETING HOUSE)
EDWIN & ALEX Smith

LEWISVILLE FAMILIES IN THE 1920s

A. Grant Clayton (1872-1958) Maggie Pfaff
Viola, Albert, Pearl, Lester, Nellie and Lois

A. Eugene Conrad (1828-1917) Nannie Moore
Eugene Moore, William J.,James

Omar C. Conrad (1889-1978) Fannie Fulk
Transou, Laura, Fred (Nick)

Vernon S. Conrad (1884-1962) Flossie Luper
Elsie, Esta, Clifton, Gray, Voyle and Billie

Wm. (Bud) Alexander Conrad (1865-1950)
William, Angie, Betty, Julia Maude, Sally

Eugene Moore Conrad (1892-1979 Ruby Sprinkle
Blanche, Frank, Ruth, Elizabeth, Mildred, Clinton

R. Maxwell (Max) Conrad (1904-), Margaret Miller
No children

Albert Craft (1869-1940) Sadie Styers
Roy, Millie, Elma, Clement, Margaret, Thomas, Lucy, Lucile
Blanche, Alberta and Joseph

James C. Craft (1865-1936) Lilly Doub
Arthur, Henry, Carrie, Pearl, Winburn, Mattie, Spencer, Paul,
Lillian

J. Henry Craft (1892-1960) Dora Mock
J. Henry Jr., Clyde, Floyd, Herbert, Eunice, Nina and Don

John T. Craft (1854-1942) Mary Wrights
Cora, Mamie

Charles B. Doub (1862-1942) Jennie Spaugh
Elsie, Melville, Margaret

Melville M. Doub (1896-1988) Ethel Whitman
Marcelle, Peggy

Coy E. Dull (1884-1920) Lula Burke
Pauline, Nannie, Myra, Ruth

Henry J. Dull (1893-1991) Mary Lillian Wagoner
Grady

T. Wake Fulk (1895-1943) Maude Cornelius
Thomas, Mary Alice

Thomas W. Fulk (1858-1940) Mary Millis
Edward, T. Wake, Hugh, Bertie, Fannie, Lelia

Robert Goslen (1888-1950)Lula Carter
Guy, Louwillie

Charles E. Hauser (1882-1960) Ruby Douglas
Gladys, Fred, Thomas, Jessie, Nell, Vera, Jack

Floyd W. Hauser (1899-1990) Carrie Sprinkle
Charles and Nancy

Frank Hauser (1885-1982) Ora Poindexter
Wilbur, Shelby, Adeline, Dorothy

Wilbur Hauser (1913- Doris Stimson
Michael, Edwin

Jacob D. Hicks (1875-1941) Ida C.
Matthew, William, Jacob, Jr., Ralph, Clinton,
Charles, Jettie, James, Lettie

J. Ellery Holder (1871-1947) Cora A.
Lilly, Rufus, Robert, Matthew, Andrew, Irvin

Fielden H. Jennings (1880-1972) Ollie Poole
Gwyn, Ethel, Paul, Hale, Charles, Grace, Roy, Lettie

Gwyn M. Jennings (1907- Melba Schuyler
Rex, Foy

Paul Jennings (1916- Una Rose Schuyler
Larry, Danny, Tona

Jess J. Jones, Sr. (1874-1938 Annie Shermer
Joseph C.,Alborn G., Lola, Marion

W. Steadman Kiger (1882-1962 Bertie Fulk
Ruby, Clara, W. S. Jr., Sue Gray

W. E. Lasley (1870=1920 Fanny Mitchell
Charles, W. Ray, Allen

Charles M. Lasley (1897-1982) Alverta Hunt
Charles Jr.

William Ray Lasley (1900-1966) Mattie Craft
William, Glenn

Lewis Laugenour (1826-1893) Betty Nissen
Lewisville was named for Mr. Laugenour.

Albert W. Lawrence (1858-1926) Mary Brown
Henry, Jeff, James, Sidney, Marian, Clarence, Clara, Obediah, Hattie and Lucinda

Lewisville Campground ca 1777 to 1913
This writer remembers seeing wagons on this campground about 1911.

Lewisville Tavern: Time of beginning and end unknown, but was in operation 1n 1884 with J. F. Whitman as saloon-keeper.

Walter H. Martin (1874-1951) Bertha Shermer
Shermer, Elsie, Mary, Johnsie, Sarah and Ruth Jean

Shermer Martin (1903-1996) Josephine Moser
Thomas, Frances

Arthur Mock (1873-1949) Sally Hester
Balfour, Stella, Arthur, Rhonda, Doris, Everett

Philip T. Mock (1856-1935) Ellen Thomasson
Nina, Pearl, Carrie, Jasper, Dora, Newsom and Josephine

Jasper W. Mock (1888-1973) Anna Harper
Odell, Lillian, Philip, Allen, Katie Lee, Blake, Marianna, J. W. Jr. and Fred

Marvin H Mock (1881-1961) Lilly Apperson
Dwight, Vaughn, Gray and Eva

C. Odell Mock (1913-) Lizzie Stevenson
Odell Jr., Judieth

Clarence A. Moser (1907-1966) Vern Duncan
Ned

J. Howard Moser (1874-1934) Sally Dull
Josephine, Mildred, Allen, Elizabeth, Howard, Horace and Fred

Robah H. Moser (1890-1951) Hattie Lawrence
Luella, Claude, Herbert, Paul Jewel, Wilda Ruth , Thurman, Margie, Dorothy, Mahlon, Lois Jean

Sidney T. Moser (1884-1970) Carrie Mock
Louise, Pauline, Dorothy, Sidney T., Glenn and Richard

William W. Moser (1882-1940) Clevia Styers
Clarence, Percy, Annie Gertrude, William Henry

Paul Mullican (1890-1941) Fanny Tuttle
Pauline, Aubrey

Clyde R. Nifong Sr. (1905-1979) Mary Binkley
Roy Jr., Jake, Martha, Cordelia

J. Bynum Plunket (1911-1979) Ethel Jennings
Oneita, Ray

J. T. Poindexter (-) Lilly Logan
Vivian, Gladys, Hubert

L. A. Reynolds (1874-1958) Bessie Binkley
Galloway, Frank, Daniel, Thomas, Porter, Herbert, Ruth

Frank T. Reynolds (1906-) Ann Siler
Richard, Kathy

G. Galloway Reynolds (1904-) Louise Moser
Susan

Herbert Reynolds (1913-) Dorothy Lowder, Patsy Bullard
Jon, Lynne, Timothy

William A. Rock Sr. (1892-1963) Essie Lumley
William, George, David, Emily, Sarah Louise

George Rock (1918-) Lucille Transou
Berry

H. C. Sheets (1873-1949) Stella Markland
Grady, Laura, F.M. "Jim", Melvin

Charles L. Spaugh (1868-1946) Dora Alspaugh
Claude, Stella, Bessie, Willie

Lewis T. Spaugh (1868-1946) Fanny Moser
Ethel, Blanche

William L. Spaugh (1868-1946) Estelle Binkley
Helen, Betty Ann

C. O. Sprinkle (1868-1928) Sally
Clinton, Addie, Clunette, Nellie, Carrie and Ruby

Clunette O. Sprinkle (1901-1986) Eva Belle Bobbitt
Carolyn

Roy E. Stimson (1892-1963) Grace Yarbrough
Robah Grace, Dorsey, Doris

Robah Stimson (1881-1960) Myrtle Moore
Dermott, Duran, Mary, Ronald

Samuel C. Stimson - Belle Parks
Rylma, Parks, Cornelia, S. C., Jr (Bud)

Abram A. Styers (1853-1924) Milly Ann Crews
Walter, Ed, Bill, Joe, Buck, Maggie,
Eliza Sue, Mamie, Crews, Cleve, Fred

Joseph C. Styers, Jr.(1883-1967) Ollie Ada Shore
Hubert, Shore, Millie, Ina Belle, Joe, Jr.,
Isaac, Abram, Ollie, Jettie, Annie Maude, Dewey

Walter R. Wagoner (1876-1944) Frances Hauser
Jennings, Odell, William, George, Walter Jr., Myrtle, Ruth

Jonah L. Warner (1866-1944) Mamie Craft
Sue and Drewery

J. R. Whitman (1874-1937) Martha Pfaff
Ethel, Myrtle, Eugene, Jeanette, Ruth

Dr. John D. Williams - Annie Edgerton - Lewisville doctor
late 1800s early 1900s; moved to Guilford College

Nicholas Glen Williams, Sr.(1865-1913) Margaret Hollingsworth
Glenn, Joseph, Hollingsworth, Eleanor, John Sharpe, Vance, Marjorie

Lewis Williams (1878-1960) Ada Stimson
Pauline, Clarice, Mary Lewis, Julia

W. Smith Williams, Sr (1874-1961) Nellie Johnston
Virginia Josephine, Mary Elizabeth, Nicholas Lanier, Sally Smith,
Lewis James, Frances,William Smith, Jr., Joseph Lanier

W. Hollingsworth Williams (1906-1968) Blanche Craft
Catherine, W. Hollingsworth, Jr.

John Sharpe Williams (1908-) Alice Conrad

J. Lanier Williams (1921-) Rebecca Torner
Clarke C.

Z. Vance Williams (1911-1989) Evelyn Cobb
Nancy, Emily, Susan, Vance Jr., John

Shuman B. Wilson (1873-1951) Molly Craft
Nellie, Alice, Gertrude, Alma

Eugene Wright (1854-1907) Merchant - Mary "Mamie" Holland
Susie Charlotte

Lewisville in the Great Depression

The stock market crash of 1929 started the Great Depression of the early 1930s, but the prosperous times of the late 20s continued until the fall of 1930. At that time, the landscaping and planting business was practiced only when plants and trees were dormant, in spring, winter and fall. That left the summer months for me to engage in other business activities, so I went to Oklahoma in the summer of 1930 and built miniature golf courses. I built the first course in Muskogee and two months later sold it for a profit of about $2,000. I built courses for business men in two other towns on contract before returning home.

That summer's work turned out to be an unusual blessing, for its income enabled me to pay off the indebtedness on a large truck and a yellow Chrysler roadster that I had bought in 1928 and 1929. Had I not paid for those vehicles at that time I certainly would have lost them in the months ahead. That November, I read in the newspaper an account of a food riot in Henryetta, Oklahoma, where I had built my last miniature golf course. Furthermore, my bank closed, I had no income for over a year and times were tough for three or four years.

Lewisville Methodist Church had plans drawn for a large new church plant in 1929. It had three stories of Sunday School rooms, a new sanctuary, fellowship hall, kitchen, central heat and restrooms. In the fall of 1930, the preacher, George W. Fink, started contending that we should build the church in 1931. He said that it would be the best time that we would ever have because the carpenters, plumbers, painters and electricians were all out of work. He could have said that practically all of the church members were also out of work and that the prospect of raising more than a few thousand dollars was extremely poor.

The preacher was right. Much of the professional work was donated. Wealthy Methodists in Winston-Salem gave more to the building effort than our members were able to give. Church members worked on the building from February through October. We excavated the basement, poured the concrete foundation and floors, donated lumber, cut the trees and hauled them to the sawmill. We worked along with the professionals in every phase of the building. The preacher, a former painting contractor, and one member did all of the painting, inside and out. When we finished building, the church owed a debt of less than $25,000.

The first and worst year of the depression was certainly not all worry about being out of work and out of money. I, like several others, charged groceries for the first time in my life in 1931 at T. Wake Fulk's store. At about 5:00 p.m. a group would appear at T. Wake's store to pitch horseshoes and another larger group down at Grant Clayton's large lawn to play croquet. Clayton had lighted the lawn for night play and teams played until near midnight in warm weather. On at least one or two occasions they played all night. Lewisville also played croquet teams from other places.

Clayton made and sold special rubber-tipped mallets and was one of the better players. His favorite partner was W. Smith Williams. Shermer Martin and I played them several times down at the Williams homestead. Some of the other better players that I remember were: Jasper Mock, Odell Mock, Allen Mock, Albert Craft, Joe Craft, Paul Jennings, Gwyn Jennings and Floyd Hauser.

I will tell you a story of the trivia that entertained us during the depression. Spencer Reich ran a garage on the corner, across Lewisville-Vienna Road from T. Wake Fulk's store. Spencer didn't have many customers in the summer of 1931 and he had time to experiment with

his electrical hobby. Spencer built an "electric chair." He nailed boards around an old cane-bottomed chair, added a Model T Ford spark coil and batteries and a switch. He would sit in the chair with the switch off and there was no way to see that the chair was rigged.

A Mr. Craver brought the Lewisville mail to the post office at T. Wake's store. T. Wake was a Republican and would have the post office until a Democratic administration was elected in Washington. There being no restaurant in Lewisville at that time, Mr. Craver ate lunch at T. Wake's store. The store offered a menu of sardines, pork and beans, potted ham or cheese, and usually a free handful of crackers. One day, when Spencer and I were leaving his shop we met Mr. Craver with his lunch coming to the shop. Spencer said that he had left the switch on his chair on and that we should watch to see if Mr. Craver sat on the chair. He had a cold drink in one hand and cheese and crackers in the other. He walked up to the chair with both hands full and sat down in it! The shock kicked him out of the chair and he threw the drink and the cheese and crackers across the garage floor. Spencer said that he had sat in the chair by mistake and that it was not dangerous, just real invigorating!

The High Point Hydro-Electric Project in 1941

There is a section of chainlink fence along Styers Ferry Road, just before the road makes a sharp turn to the east, that encloses the old High Point dam site. The dam would have created a large lake reaching up the river almost to Donnaha. Several Lewisville men worked on the project. The writer worked as a note keeper on a surveying crew, (our business had been closed because of the draft). I remember that when my crew returned from surveying water levels up the river one day about mid-afternoon to Ryan's store, from where we had set out; the

store was on fire! We stood on the Lewisville Methodist Church lawn, across the street and watched the store, then Mr. Sid Moser's homeplace burn to the ground. There was no fire department until 1951.

The cancellation of the dam project, after construction had been started, was a great disappointment to most people in the Lewisville area. There were some who opposed the sale of their land to the project. After the project was cancelled, they were given an opportunity to buy their land back for the amount they were paid for it.

The Lewisville Civic Club

The Lewisville Civic Club was no ordinary civic club where business men came together to improve business relationships and to discuss community affairs; but its purpose was to transform this neglected rural area called Lewisville into one of the best residential areas in Forsyth County. The Civic Club was organized July 22, 1945, in the little agricultural building, beside the ashes remaining from the burned Lewisville High School. Although I was working six nights per week at a defense plant, I was there for the meeting. There were thirty men present. The decision to form a civic club was unanimous. The men were serious but enthusiastic.

This was a critical juncture in the history of the Lewisville area. Not only had the High School burned, but there was no fire protection, no doctor, bad telephone service and the post office was a disgrace. Futhermore, the Shallowford Road was the only road in the area that was paved and had electric power.

Vance Williams was elected president of the club. Working committies were selected: a committee for schools and a committee for roads and the club was incorporated as a non-profit organization. A constitution was drawn up. Other committees were later appointed but then

the big problems were schools and roads. At an early meeting a boy scout troop was sponsored.

Despite a determined effort to have the High School rebuilt--it was a primary school. The High School was located between Lewisville and Clemmons. The Lewisville Civic Club was successful in getting a law through the State Legislature providing for five members instead of three on the Forsyth County School Board and the Forsyth Board of Commissioners.

The Lewisville Citizen, a monthly newspaper, was published by the Lewisville Civic Club from 1948 to 1960. Its purpose was to keep the people informed about the club's plans and activities and to seek cooperation from the community. The Rev. Robert Martin was the editor and I, with a press camera, was the photographer. Local businesses bought advertising space that paid for the printing. The newspaper was a great asset to the club's community development effort. All of the issues of The Lewisville Citizen are deposited in the historical section of the Lewisville Library.

The Lewisville Volunteer Fire Department

The Lewisville Civic Club sponsored the establishment of the Lewisville Volunteer Fire Department in 1951. Members of the club visited every home in the area soliciting money for the purchase of a used fire truck and some equipment. About $5,000. was raised. The club established a non-profit corporation to administer the fire department. It was affiliated from the beginning with the Forsyth County Fire Department. Floyd Hauser was chosen as President of the Fire Department Corporation and I as Fire Chief. I served for ten years until 1961, when I resigned and Paul Jennings replaced me. While Fire Chief at Lewisville, I served two years as President of the Forsyth County Firemen's Association.

Those who followed me as Fire Chief were: Paul Jennings 1962 to 1973, Walter Sowers, 1974 to 1978, J. W. Hege 1979 to 1983 and Phillip Dull beginning in 1983. Phillip Dull is still Fire Chief as this is written in 1992. The Lewisville Fire District went on a tax-supported basis in 1987 and we now have a new, big modern fire station fully equipped with the latest versions of fire fighting and rescue equipment. To go with it, we have Phillip Dull and a highly trained group of volunteer firemen, the product of 41 years service by the Lewisville Volunteer Fire Department.

The Lewisville United Methodist Church Fire

This fire that occurred in the third year of the Lewisville Volunteer Fire Department, is one of the most remarkable fires in the history of the Forsyth County affiliated fire departments. There were no Forsyth County water mains at Lewisville in 1954. We had two fire trucks using high-pressure fog, one truck carried 500 gallons of water and the other 1,000 gallons. This type of high-pressure fog gave good results on residential type buildings but was never intended for use in the protection of large churches or schools, especially after the fire had broken through the roof. I give here excerpts from the Fire Chief's report on the fire:

> At six o'clock in the morning of September 7, 1954, a passing salesman noticed that the Lewisville Methodist Church was on fire and sounded the fire station siren. I will never forget the dismay and the terrific sense of responsibility that I felt when I arrived at the scene of the fire. As the home fire chief, it would be my responsibility to direct the effort to save the building. I saw the situation in a few seconds. Smoke was being forced out of the large, round ventilator at the front of the church under considerable pressure for some twenty feet, then spiraling upward as far as I could see. Smoke was also being forced out from under the eaves of the building, all around the sanctuary and the educational building. It looked as if the whole building was ready to burst into flames.

I found at the rear of the three-story educational section on the second story, two windows with glass that had been darkened by the heat. I directed our men with both fire trucks to start applying fog streams through these windows. I used the radio on one of the fire trucks to call the county control station and inform them of our situation and to request that they send the Clemmons and South Fork Departments. Later, the county station called back and said they had sent all of the county affiliated departments to assist us. When we had emptied the tanks on our two trucks, the fire was somewhat retarded but it was only after Clemmons and South Fork had used their water and we had refilled our trucks at the school tank, that the temperature inside the educational building was low enough for us to enter with breathing equipment. The fire that had started in a second floor classroom was now under control. We found that the fire had broken through the roof on the east side of the building leaving a hole about ten feet across.

Now we had to deal with the fire in the sanctuary. The superheated gas was too hot for us to enter the sanctuary and the smoke was too dense for us to see. We believed that the smouldering chancel area was the problem. We removed the vents from the stained glass windows and directed fog streams in that direction. It worked. It lowered the temperature. We were able to enter and it was all over except for several hours of cleaning up. Damage to the sanctuary was due principally to blistered paint from the terrific heat.

The circumstances were all in our favor, without which we could not have saved the building from burning. The fire was discovered after it had broken through the roof, the very last minute that we would be able to save the building. We had a strong feeling that Providential circumstances were involved in the critical timing in the discovery of the fire. Insurance paid the $30,000 required to pay for the damage to the church which had an estimated replacement value of over $1,000,000.

The McBride Project of 1963

The McBride project was a demonstration of the deep concern that the Lewisville Civic Club had for unfortunate citizens of the Lewisville area. Linville McBride, a multiple sclerosis victim with

a family, had nowhere to live but owned a lot on Shallowford Road at West Bend. The Civic Club, with Vance Williams supervising the project, served as contractor to build a house for McBride on his lot. Members of the club and some others donated money, materials or labor to pay the cost of the construction of the house. The Lewisville Civic Club not only built the house but gave it to the McBride family free of debt.

Other Civic Club Projects

Over its 45-year history the Civic Club has had a variety of money-raising projects, beside an occasional solicitation of funds from the community. At first, the Civic Club and the PTA had an annual carnival (no games of chance) at the school that raised several thousand dollars per year, divided equally between the two participants. For several years it was the annual horse shows that helped make the payments on the Community Center Building. Then, there were the Country Fairs for several years.

The Civic Club softball program has been the club's most important support. In recent years, the club has carried on a recreationsl program for church softball teams. This effort has been hard work on the part of a very few faithful members and has required subtantial expenditures of many. In 1988 the club paid $19,000 for a new lighting system and $6,000 for a fence to enclose the lighted area at the school.

The Lewisville Community Center, Inc.

Another major project of the Lewisville Civic Club was the building of the Lewisville Community Center in 1978 and turning it over to a community non-profit corporation. Leo Harrell, and some others worked long and faithfully on this project. The club had planned for many years to have a regular meeting place. This building was a fulfillment of that planning. One member gave the land upon which the center is

located. The club donated over $20,000 to the project and raised $65,000 from the community and a foundation. The club also borrowed $50,000 from a government agency, and paid annual payments of $3,253 until the loan was paid off. The club then gave the building to the Lewisville Community Center, Inc.

The Incorporation of the Town of Lewisville

One of the major projects of the Lewisville Civic Club was the incorporation of the Town of Lewisville. An evaluation of incorporation began in 1989 with many state and town officials offering information and advice on both sides of the incorporation question. On June 21, 1990, the Civic Club voted to proceed with an effort to incorporate Lewisville. The motion stated that the Lewisville Civic Club would become an umbrella organization for the incorporation of the town, including financial support of $2,500 to $3,000.

Before incorporation, the Lewisville area ran from Muddy Creek to the Yadkin River. After incorporation, Lewisville had lost to the City of Winston-Salem and to the Town of Clemmons, several thousand acres of its settlements and all of its business areas. The state representatives who were supervising Lewisville's incorporation effort in Raleigh forced Lewisville to accept the claims of Winston-Salem and Clemmons to its territory or forfeit their help in the incorporation effort.

After the above severe loss of Lewisville territory, Forsyth County Commissioners reduced $640,000 of sales tax money that Lewisville was to get to $140,000. Now, having lost its business areas and $480,000 in sales tax money, the town would have to be supported largely by property taxes. Many of the native residents who had supported incorporation all along objected to the large percentage of property tax support, without a cap, and voted against incorporation.

However, the great number of new residents voted for incorporation, winning the election.

In the election held November 5, 1991, Hank Chilton was elected Mayor. The following persons were elected to the Town Council: Dan Jennings, David McKee, Kenneth Sadler, Jane Welch, Marcia G. Enns and Lynn Thrower. Two of the elected town officials were natives of the Lewisville area.

The Town of Lewisville tax rate is (1992) .062. Fire District tax .04. U. S. Department of Commerce head-count, Lewisville 6,213, (Clemmons 6,221).

It became very clear after Lewisville's incorporation that this was the only means by which the identity of the Lewisville area could be maintained. Another such aggressive annexation attack would have left the Lewisville area divided between Clemmons and Winston-Salem and ended the history of Lewisville forthright. Now the Town of Lewisville should be able to expand all the way to the Yadkin River and include the historic river properties. Lewisville should be able to retain its identity for some time to come, however, we should be ever alert to defend our southern boundaries.

Business in Lewisville

Lewisville is not known for its business but as the most promising residential area in Forsyth County. In the nineteenth century, Lewisville was a farming area and a trading center, but the trading center faded out with the ferries and the Shallow Ford in the early 1900s. However, there are some businesses worth remembering but they are now more historic than existing and it is fitting that I mention some of them.

John Dull's Mill

John Henry Dull (1860-1941)operated a grist mill on Dull Road,

at Lewisville, in the early years of this century. The mill was located on a small creek on the north side of Dull Road with a mill pond of about three acres behind it. The pond was large enough to operate the mill six days a week since the water ran also at nights and on Sundays. The large, wooden waterwheel was located at the west side of the building. There was a porch at the rear of the building over the dam and the edge of the lake where Mr. Dull stood to operate the gate that turned the water on the waterwheel. The gate was under the water. He used an old steel buggy tire to operate the underwater gate. He pushed down on the gate to open it and start the mill, then pulled up on it to close it. Mr. Dull was paid for his milling by receiving a part of the grain that was ground, usually one eighth.

A miller had to be well informed about the operation of a water driven grist mill. The grain being fed between two mill stones, the bottom one stationary and the top one revolving, the grain was sliced or sheared, not crushed. This meant that at all times there must be grain between the stones to prevent the stones from running against each other and dulling the sharp grooves on the stones. The miller had to perform the difficult task of sharpening the stones or get another miller to do it for him. I do not know when Mr. Dull's mill began operating or the exact date when it closed, but I would guess that his small mill became unprofitable to operate when Mr. C. O. Sprinkle started operating a roller mill with a wood-burning steam engine in 1910, at the site that later became the Lewisville Roller Mill.

One Sunday afternoon, while visiting my grandparents, who lived on a farm about a mile from John Dull's mill, Ernest Binkley, a cousin asked me and one of my brothers to go with him to visit the mill. The door to the mill was not locked, so we went in. We were impressed with all the belts and wooden pulleys that had been rigged up to power the

mill by the large waterwheel. There was a shelf-like desk that was attached to a post and leaning against it was the largest muzzle-loading shotgun that I had ever seen. Ernest picked up the gun and I warned, "it could be loaded." He paid no attention to me and pointed it toward the ceiling and pulled the trigger. To say the least the great blast was deafening; the room filled with smoke from the big charge of black powder!

This escapade did not deter Ernest. He suggested that we go around to the back of the mill. At the back of the mill there was a porch just above the surface of the pond, with a steel buggy tire lying on it. Ernest said, "I wonder what that thing is doing here," and rolled it like a hoop into the millpond. It rolled on top of the water for a second or so, then sank into the cold water for it was December.

We heard later that on Monday Mr. Dull could not find his buggy tire with which to open the gate to the waterwheel. Learning from neighbors that Ernest had been at the mill on Sunday, he went after Ernest and made him wade into the pond, although there was ice around the edges of the pond, and retrieve the steel buggy tire so that he could operate his mill.

The Lewisville Roller Mill

The Lewisville Roller Mill was built in 1910 by J. P. Sprinkle and was known for a while as the Fairview Roller Mill. The original machinery was powered by a coal and wood-burning steam engine. An advertisement for the mill appeared in the 1911-12 Lewisville High School catalogue outlining the mill's high standards: "Our motto: PERFECT SATISFACTION. We pay good prices for wheat and sell tiptop flour." The mill was built to serve a farming economy of the Lewisville area as well as Davie and Yadkin Counties. This was, of course,

before the bridges were built on the Yadkin River with the Shallow Ford and the ferries still in use. After the death of J. P. Sprinkle, his son, C. O. Sprinkle operated the mill until 1923.

F. H. Jennings bought the mill in 1925 after his grist mill in Galax Virginia burned down. He converted the wood-burning steam engine to oil and changed the name of the mill to the Lewisville Roller Mill. He raised his family in the milling business and was on the road to success. They operated the mill from 1923 to 1984 - 59 years.

For many years the Lewisville Roller Mill was the center of business activity in Lewisville. On busy days there were several farmers waiting to unload grain that they had sold to the mill and to buy feed for their cattle or load up with fertilizer from large stacks of various kinds. In the later years that the mill operated large tank-trucks would be parked in front of the mill unloading molasses for mixing with cattle feed. The mill's large enclosed trucks loaded with tons of flour, corn meal and other products would go out every day to serve delivery routes as far away as Virginia. The mill's ten-wheeler would bring in wheat to be ground or other products for the feed formulas.

Gwyn Jennings, the oldest son, manager and chairman of the board after his father's death, said that he was helping his father package flour before he could carry a 25-pound bag; he had to drag it across the floor. He also said that when he was 16 years old he carried 100-pound sacks of grain up the stairs to the second floor. Paul Jennings, next oldest son, was in charge of sales and deliveries and when he finished his routes, he also worked in the mill. Charlie Jennings looked after the trucks and drivers. Grace Jennings Phillips kept the books and helped with sales. Other brothers and sisters who at one time worked in the mill were: Roy and Hale Jennings, Elva Griffin and

Ethel Plunkett.

Despite the long hours of hard work and success in the milling business, Mr. F. H. Jennings and his family served their church and community well. Mr. F. H. Jennings and his sons, Gwyn and Paul were charter members of the Lewisville Civic Club in 1945. Both Gwyn and Paul are former presidents of the club and have been active members for 45 years. Gwyn Jennings was Assistant Chief of the Lewisville Volunteer Fire Department for at least 24 years and Paul was Chief for 14 years. Gwyn Jennings was also a partner in the Lewisville Building Company which built many houses in the Lewisville area from 1940 to 1972.

The Jennings family sold the mill and the adjoining shopping center in January 1984. The building, modified somewhat to serve as a general store, still stands in the north end of Lewisville, a landmark in memory of one of Lewisville's first families.

The Lewisville Building Company (1946-1972)

Gwyn M. Jennings, Floyd H. Hauser and Galloway "Buck" Reynolds incorporated the Lewisville Building Company in 1946 to build houses in the Lewisville area. Their first houses, along the south side of the Lewisville-Vienna Road were built in 1946. They continued building until 1972. Some of the building locations were: Bellenet Drive and Shallowford Road. Gwyn Jennings was president, Hauser treasurer and Reynolds secretary. The building company was a side-line operation for all three men: Jennings was manager of the Lewisville Roller Mill; Hauser was with R. J. Reynolds Tobacco Company and Reynolds was one of the four owners of the L. A. Reynolds Company.

Holder Furniture Company (1930s)

Matthew and Irvin Holder, sons of Ellery Holder (1871-1947), established the Holder Furniture Company located on the Lewisville-

Clemmons Road. They also built and owned the Lewisville Furniture store in Lewisville. They manufactured breakfast room furniture. They later moved their plant to Kernersville and sold their store in the village of Lewisville.

The Reynolds Nursery Company

Ferdinand L. Reynolds (1834-1923) and his sons, Lamb, Bayard, David and Richard ran a nursery in the Sharon Church area of Lewisville in the late 1800s and well into the 1900s. It was largely a wholesale operation. Ferdinand L. Reynolds, a Civil War veteran, crossed the Yadkin River at the Shallow Ford and went into the western counties selling fruit trees in the early 1900s. He traded fruit trees for chickens, corn, wheat, potatoes or almost anything of value.

L. A. Reynolds Nurseries

Lamb A. Reynolds (1874-1958), son of Ferdinand L. Reynolds, moved from the Sharon Church area of the Lewisville area to what is now Reynolds Road, a mile south of the village of Lewisville in 1906. After growing strawberries and orchard products until 1914, he went into the nursery business. He ran a nursery on the Country Club Road in Winston-Salem from 1917 until 1924; he then returned to the original location at Lewisville. He became the leading nurseryman in Forsyth County. He was active in church and community affairs. He was a trustee for the Lewisville Academy, served as committeeman for Lewisville High School for many years and served one term on the Forsyth County Board of Education.

L. A. Reynolds Company

In 1947, Galloway, Frank, Dan and Herbert Reynolds, sons of L. A. Reynolds, incorporated the L. A. Reynolds Company. The company was a state licensed contractor for asphalt paving, highway construction, utilities and landscaping. After 22 years, when the two older members

of the firm retired, the company had become one of the leading companies in North Carolina engaged in asphalt paving and interstate highway construction. Although most of the company operations were based in Winston-Salem and statewide, three of the brothers lived at Lewisville and the company was responsible for the development of the following projects in the Lewisville-Clemmons areas: Shallowford Lakes, Reynodale Estates,the Renwood Development and the Willow Trace Apartments complex on the Lewisville-Clemmons Road. Three of the brothers, Galloway, Frank and Herbert were active in Lewisville church and community affairs. Dan Reynolds, the fourth brother, lived in Winston-Salem. The Reynolds brothers' only sister, Ruth R. Hartle, was in charge of L. A. Reynolds Co. Personnel Department. She was, and still is, active in Lewisville church and community affairs.

L. A. Reynolds Company had 300 employees in the mid-1970s but over-expansion after the two older brothers retired brought about a change in ownership of the company by the four brothers to others. LARCO Construction Co. represents a part of the former L. A. Reynolds Co.

L. A. Reynolds Industrial District

The four Reynolds brothers also incorporated another company, L. A. Reynolds Industrial District, including some other investors, for the development of an industrial park in Winston-Salem, N. C. This company developed and owned "Seven Devils," a golf and ski resort located on Highway 105, south of Boone, N. C. This development later became known as the Town of Seven Devils, with the name of the ski slopes changed to "Hawksnest" and the name of the golf course changed to "Hanging Rock."

The Reynolds brothers also developed a mountain vacation home development, "Sleepy Hollow," on the Watauga River, on Highway 105, near the entrance to the Town of Seven Devils. The development included

a covered bridge across the river at the entrance. The bridge was designed and built by the two older Reynolds brothers in 1970.

Parks Messick, Building Contractor (1930s)

Parks Messick supervised the construction of the Lewisville Methodist Church in 1931 that required the building of 40 foot heavy timber trusses over the sanctuary. Messick also built the Sunny Acres Retreat Building and several other larger homes in the Lewisville area. He moved to Florida about 1940.

Herman Landreth, Building Contracator, 1940-1950s

Herman Landreth was a successful builder in the Lewisville area and had the reputation of building good houses.

Dr. John D. Williams, Annie Edgerton Williams

Dr. Williams, just out of medical school in ca 1882, came to Lewisville to practice medicine. He built a small house for his office and living quarters on the Shallowford Road, beside the Lewisville public campground and opposite Eugene Wright's general merchandise store. The Shallowford Road was the main street through Lewisville. Dr. Williams lived in this small house until he married Annie Edgerton in ca 1905, then he built a much larger house in the center of the village. He sold the small house to Eugene Wright. The house was wrecked in 1968.

The large house that Dr. Williams built still stands. It has been known for many years now as the Sheets house but it was sold to other occupants. Dr. Williams attended a lot of births in the Lewisville area, including that of this writer. He kept two good fast buggy horses and wasted no time answering calls. He served on the board of trustees of the Lewisville Academy, and was active in community affairs. Being of the Quaker faith, they moved to Guilford College about 1912 to live and remained there until his death in 1940s.

J.R. Whitman (1874-1937)

J. R. Whitman, merchant and watchmaker, ran a store at the intersection of the Shallowford Road with the Lewisville-Clemmons Road. He ran the store from ca 1890 until it burned in 1922. The store was a total loss; all that he recovered was a roll of sandpaper. He rebuilt the store with a brick building and ran it until near the time of his death in 1937. Several different people then ran the store after J. R. Whitman: Ray Lasley, Frank Reynolds, Tom Trivette and John Beck.

T. Wake Fulk, Merchant (1895-1943)

T. Wake Fulk ran a general merchandise store on the northwest corner of the Shallowford-Vienna Road intersection. He was a popular and successful merchant. He sold groceries on credit to many people during the depression. T. Wake died in 1943. Steadman Kiger, who lived in the Eli Mullican house, ran it for a while and I believe that Melvin Sheets bought it and ran it for a while. The store site finally became the south end of the Jennings Shopping Center.

J. Howard Moser, Merchant (1874-1934)

Howard Moser operated a store for 35 years. His house and brick store still stand on Shallowford Road in the south end of Lewisville. He was a trustee of the Lewisville Academy and active in community and Methodist affairs. His son, Fred Moser, lives in the home.

J. Howard and his brother, C. Cleveland Moser (1884-1916),built a wooden store building and started their business about 1898. His brother, Cleveland, died at age 32 leaving Howard sole owner. The wooden building was moved to the back of the lot and was replaced with the brick building where he operated the store until his death in 1934. His widow, Sallie D. Moser, and her family operated the store until

her son, Horace, left to serve in World War II after which Mrs. Moser and Fred continued to run it. She then rented the store to Mrs. Madeline McGinnis for a few years. Mrs. Moser's son-in-law, Shermer Martin, bought the store and rented to J. T. and Mozelle West. Shermer Martin's daughter, Frances M. Todd, sold the store to the Heges who now operate a printing business there.

Jacob Hicks (1875-1941)

Jacob Hicks ran a store on the Shallow Ford Road next to Lewisville Methodist Church property in the 1920s. Later his son Charles Hicks and wife Edna ran a grocery store near that same location.

Some True Stories

Moonshiners

One day when I was about ten years old I went down the small stream that ran through my father's nursery. I didn't stop as usual to play along the stream but went on downstream below the property line, which was new territory for me. I had in mind to do some exploring. I had gone less than a half mile when I came upon what I recognized to be a big liquor still. It stood higher than my head and was made of bright shiny copper. There were live coals beneath it and when I held my bare foot under the spout, several drops of the hot booze fell on it. The ground was all packed down around the still and the mash barrels. I saw no one, but I had a feeling that I was being watched, so I didn't linger very long.

Later, I told my father what I had found. He said, "Go tell everybody about it and they will burn our house down." This is the first time that I have told everybody about it!

The Bull That Sought Greener Pastures

When I was a boy of eight or ten years, I played a lot in the

small creek that ran through my father's property. It was along this creek that I had some of my most interesting early experiences. One day I saw our young bull jump over the fence and go out into the neighbor's territory. He learned that he could jump the fence at will and started making a habit of it. Dad didn't like the idea of chasing the bull that was trespassing on the neighbor's property.

Dad had some inventive ability and he designed a collar with a big wooden hook on it that hung down in front of the bull's front legs, and swung freely back and forth. The day that Dad put the collar with the hook on the bull, I went down in the pasture along the creek to see what would happen when the bull would try to jump the fence. The bull was busy most of the morning eating grass along the creek. I had begun to think that he had forgotten how green the grass was on the other side of the fence, when he started walking slowly toward the fence.

The bull walked all the way to the fence, turned around and walked away from it. I was disappointed. I thought he had figured out that the hook might give him some trouble and was afraid to try to jump. But when he had walked about 50 feet away from the fence, he suddenly turned around and started running toward the fence. As he jumped, the hook which he was wearing caught the top wire in the fence and the bull's rear went high into the air as he was propelled over the fence, landing hard on his back. The bull was dazed. He got up slowly and groggily stayed close by so that we were able to get a halter on him and lead him back to his proper pasture. Dad could have taken the hook off the bull that day, for he never tried it again. His desire for greener pastures was cured by the hook.

The Game Rooster

We were living on Country Club Road in Winston-Salem, our family had just finished lunch and my father, my brother Frank and I were

sitting in the shade of a large tree resting, prior to returning to the fields to work in the nursery.

From across the street, from a neighbor's house, came a game rooster strutting up our driveway. He paid no attention to us but continued on toward the barnyard. My father said, "You had better run that rooster off. He will certainly kill our big, fat Rhode Island Red. Look at those long, sharp spurs. He's the kind they match in cock fights." Neither Frank nor I made a move toward the rooster. We saw our big Rhode Island Red coming to meet him.

They met in the driveway, almost directly in front of us. The feathers flew, they bounced and flogged with their wings and the game's long, white spurs flashed in the bright noonday sun. My father suggested that the game was getting the best of our rooster and that we had better interfere before he got killed. But it appeared to my brother, Frank, and I that our rooster had a weight advantage, and the game was not doing anything serious with his spurs. So we just sat and watched - we didn't think Dad was really serious about stopping the fight.

After a few minutes, the fight was over. The game lay on his back pointing toward the sky. Our Rhode Island Red went on back to the barnyard. We thought the rooster was dead, but in a few minutes he began reviving, got on his feet and walked back down the driveway and across the street, never to return.

<u>The Neighborhood Telephone System</u>

When I was growing up at Lewisville, in the early 1920s, my father and several neighbors organized a rural telephone system. The phones were of the old box-wall-type with a crank on the right side to ring longs and shorts. Our ring was two longs. The switchboard was

at Lewisville and the lines covered the main roads in the area. They set the poles by hand and fastened two round, bare steel wires to the poles with large, glass insulators. The lines were not grounded except for a lightning arrestor and ground rod at each home. The system worked surprisingly well except for sleet in the winter and an occasional tree falling across the lines, but in the summer it was worse; lightning ran on the wires for miles during thunder-storms.

I dreaded to see a storm coming up on the western horizon, signaled by the popping of the lightning arrestor. About this time, Dad would say, "Go pour a couple buckets of water around the ground rod." I would rush to do it before the blue lightning flashes started lighting up the front porch and the yard, darkened by the approaching storm. As a storm came nearer, there would be a flash of lightning from the dark cloud, then after a short pause, there would be a blue flash and an explosion, like firing a shotgun, as the lightning arrestor did it's work. As the storm came overhead, thunder was a new factor, all together, it sounded like an artillery bombardment!

The Lewisville Historical Society

After organizational meetings in February, and another in May, the Lewisville Historical Society was organized on July 22, 1991, with Merrikay Brown, Lewisville Librarian, as President. Among the speakers that were invited to speak to the Society during the remainder of the year were Andrew Mackie, President of the Yadkin County Historical and Genealogical Society, LeAnn Pegram of the Forsyth County Historical Properties Commission. Mary Dalton, a resident of the West Bend Community of the Lewisville area, presented a slide show of historic properties.

Two Men Wade Across the Yadkin at the Shallow Ford

Kyle Stimson, one of the leading members of the Lewisville

Historical Society, and Richard Ziglar waded across the Yadkin River at the old Shallow Ford on October 5, 1991. They crossed the Ford just north of the island in the middle of the river and just south of the partly submerged rocks that can be seen from the Shallowford Road Bridge when the flow of water in the river is normal. Kyle Stimson said that the water was about three feet deep. The rocks were not visable.

This crossing of the river is important in the history of the Shallow Ford. It is the first crossing that is publicly known since our exploration of the Ford in 1953. There was a question as to how much of the Ford that the large island had covered in the 40 years since our crossing, for there was no island there in 1953. It is good to know that the old Shallow Ford is still there, thanks to Kyle Stimson and Dick Ziglar.

Two Tours Made to the Site of the Shallow Ford

On February 15 and March 7, 1992, the Lewisville Society co-sponsored with the Yadkin County Historical and Genealogical Society two Shallow Ford tours or walks. Although marred by rain, an estimated 150 persons attended on February 15, and 110 on March 7. Both tours began at the Huntsville Baptist Church in Huntsville. The first tour covered both sides of the Ford and several important historical sites in the Lewisville area. The second tour on March 7 included both sides of the Shallow Ford and several historical sites in and around Huntsville. A member of the Yadkin County Society had prepared a map showing 30 points of historical interest in the Huntsville area.

The property owners on both sides of the river are to be complimented for granting permission for these first tours of the Shallow Ford area. The Societies hope that tours will be permitted to continue, at least annually, with some provision for trails through the underbrush near the river.

On Saturday, May 16, 1992, the Lewisville Historical Society staged a reenactment of an 1886 lawn party at the historic home of Lewis C. Laugenour on Shallowford Road in Lewisville. The old home was filled with furniture and decoration of the 1860s period and members of the Society in dress appropriate to the period, acted as guides and guests in the drama. Mr. & Mrs. Kent Matthewson played perfectly the role of Mr. & Mrs. Lewis Laugenour, arriving at the old home amid the cheers and greetings of a large crowd of guests and Lewisville citizens in a snow-white buggy drawn by a highly groomed big dark colored horse. After greetings on the lawn, "Mr. & Mrs. Lewis Laugenour" went into the house and welcomed several hundred guests from Lewisville and the surrounding areas. The lawn party was held on the lawn of the old home. There was a celebration of the event with a parade through Lewisville and activities at the Lewisville Community Center and the Lewisville School grounds. A 17 minute video record of the reenactment activities was made.

A Tour to Horne Creek Farm and the Canal Walls

On November 14, 1992, the Lewisville Historical Society sponsored a tour to the Horne Creek Living Historical Farm and the Bean Shoals Canal Walls. The Bean Shoals Canal Walls are located within the Yadkin River Islands State Park, on the Yadkin River near Pinnacle, N. C. The turn-off for the Horne Creek Farm is near the entrance to the YRISP.

The Horne Creek Living Historical Farm is a project of the North Carolina Department of Cultural Resources, where a farm of the 1900-1910 period is being restored with buildings, animals, customs and farming equipment of that period. It is a kind of living museum of farming in an industrial society. Personnel at the farm carried the tour through the buildings and farming operations, including a demonstration of cider making and a lecture on the future of the farm.

The Bean Shoals Canal Walls are the ruins from an effort to build a canal around Bean Shoals in the Yadkin River as a part of a project to make the river navigable from Salisbury to North Wilkesboro in 1820 to 1825. Sections of the walls, built without mortar, along the side of the canal, as high as 18 feet remain. These are some of the most important historic ruins in the state of North Carolina. Kyle Stimson, Jarvis Hauser and Gwyn Jennings were guides for the tour. A 14 minute video was made of the tour, including the Horne Creek Farm.

CLEMMONS

Stagecoach lines and the Hattie Butner are prominent in the history of Clemmons but there are other important historical events before the day of the stagecoach.

In 1753 the Moravians came to Wachovia. The western border of the Moravian tract was Muddy Creek. In that same year the Ellis family bought a square mile of land located between Muddy Creek and the Yadkin River from Lord Granville. In 1757 the Ellis family sold the land to William Johnson who settled here. Tanglewood Park is located within this square mile of land. Johnson and his family arrived here in the midst of the French and Indian War (1756-1760), when Daniel Boone and other pioneers in the area were taking their families further east for safety from Indian attacks. Johnson built a log fort, according to the records, and his family and neighbors came through the dangerous period safely. The Moravians at Bethabara also built a fort during this period and invited settlers on the Yadkin to come there for safety. The site of Johnson's fort is marked by a monument and is located south of the Manor House.

William Johnson and members of his family are buried in the Mount Pleasant Church Cemetery, next to the church, in Tanglewood Park.

McKnight's Chapel

McKnight's Chapel, located on a tract of land about a mile west of Clemmons, and owned by George McKnight, became a very significant place in the history of Methodism in North Carolina and America.[4] McKnight's was the most prominent of four Methodist strongholds in the area surrounding the Moravians at Wachovia. The other three were Concord, at Lewisville, Love's at Walkertown and Doub's Chapel, north of Vienna.[5]

Bishop Asbury held three Annual Conferences at McKnight's Chapel; in 1789, 1790 and 1791. The Conference areas included parts of North Carolina, South Carolina and Georgia. Asbury made the following entry in his records regarding the 1790 Conference: "June 1, 1790. I rode about forty-five miles to McKnight's on the Yadkin River in North Carolina: here the Conference had been waiting for me for nearly two weeks. We rejoiced together and my brethren received me as one brought from the jaws of death."[6] There is a state historical marker in memory of McKnight's Chapel on Highway 158, west of Clemmons.

George McKnight left the Clemmons area and established the Sharon Methodist Church in 1813. McKnight was buried in the Sharon Church Cemetery. The church is located at Lewisville.

Peter Clemmons

Peter Clemmons is credited with founding the village of Clemmons. He was born in Maryland in 1749, moved to Guilford County in 1777 and came to the Clemmons area in 1800. He bought 530 acres which included the center of the village. He later increased the acreage he owned

to 1874 acres. Clemmons built and operated a stagecoach tavern, built other businesses and a school: the beginning of a village.[7]

Peter Clemmons married twice and was the father of fourteen children. He was a Quaker when he came to Clemmons, but then joined the Methodists, where he became dissatisfied and went back to the Quakers.[8] The beautiful home that Peter Clemmons built survives.

The oldest house in Clemmons and one of the oldest in Forsyth County is that of Philip Hoens (Hanes) which was built in 1789. It is located on Middlebrook Drive and is surrounded by the Middlebrook West development.

Edwin T. Clemmons

Edwin Clemmons was a great grandson of Peter Clemmons, the founder of the village of Clemmons. Edwin lived near his grandfather's inn where stagecoaches arrived in the evenings and departed the next morning. The excitement of the early days with the stagecoaches remained with him during his days at Salem Boys School and a carpentry apprenticeship with the Moravians. He left his carpentry apprenticeship in his twenties, determined to establish a stage line. He went on foot to Washington, D. C. to obtain a mail franchise, a necessity for successful stage line operation.

Edwin Clemmons' stagecoach line ran from Salem, High Point, Asheville, Wythville, Virginia and occasionally to Cross Creek (Fayetteville). He had two four-passenger coaches in 1859 and in 1860 he added a six-passenger coach. In 1872 he became the owner of the beautiful nine-passenger coach which he named for his wife, Hattie Butner. When Edwin died December 20, 1896, his widow gave the stagecoach to the Wachovia Historical Society.[9]

Hall's Ferry

Hall's Ferry on the Yadkin River, at Clemmons, played an important role in the commerce which provided growth for Salem, Winston and later for Winston-Salem. The river-crossing was on an important trade route from the western counties into Forsyth County, especially after the Civil War. The large cables that guided the larger ferry boats safely across the river became available after the war. That made it possible for the ferries to carry three or four vehicles at a time, using the force of the current for propulsion.

The Hall family operated the ferry from 1849 until Easter Monday 1914, when Forsyth County completed building a new steel bridge at that location. The ferry served the traffic on the route west, which became Highway 158. See the story of Hall's Ferry in Chapter 4.

Idol's Powerhouse

The Idol's Hydroelectric Station on the Yadkin River south of Clemmons is the oldest water-powered generating plant in the Southeast. The plant was completed in 1898 and was the first in the state designed for high voltage alternating current. After 92 years, the plant is still running as a part of the Duke Power System.

Henry E. Fries was the force behind building the Idol's power plant on the river. He wanted it to power his textile plant which was located on the south side of Winston-Salem. In 1891, Fries formed the Fries Manufacturing and Power Company for the financing and construction of the plant. Former Lt. Governor Charles Reynolds acted as the chief engineer. The plant was located at the site of the old Douthit Mill, but the name of the station came from an old ferry crossing by that name.[10]

The plant was designed to run with the normal flow of the river;

the dam was only 10 feet high and it served to only slightly increase the width of the river at that point. Silting was avoided by locating the turbines beneath the plant so that the water would be drawn from the bottom of the lake. There were eight turbines linked to a 10,000 volt generator. The 750 kilowatts of power were sent on a transmission line the 13 miles to the Salem substation.[11]

Idol's first customers were two textile mills, a fertilizer company, a carpentry shop and a street railway and lighting company. The Union Republican of July 17, 1890, gives the following account of starting the streetcars:

> Although the machinery was all new and the track just laid, everything worked like a charm. A large company of citizens witnessed the passing of the car and the Salem Band made music as a token of appreciation for this great enterprise in our midst. It is to be regretted, however, that all the required tests were not made first and Tuesday afternoon appointed for an appropriate jollification with music and speeches, a 'turnover of the line' and so forth. The citizens were eager for such a manifestation and waited for an announcement to that effect. July 15, 1890, the cars began to run regularly, and the excursionists from Raleigh made free use of them as did also our visitors from Greensboro yesterday, July 16. For the past few nights there has been a perfect jam of merry pleasure seekers spinning up and down the line and the streets thronged with spectators.

For many years Idol's Powerhouse has been known for being more than just an electric generating station. For as long as I can remember, up until recent years, it has been known as a picnic spot and a place to go to see our river. It is the nearest place on the river to Winston-Salem, and is known as the best fishing place between High Rock Lake and Wilkesboro. The powerhouse was home port for many float trips from up-river points. The Duke Power people ran it like a river park, yet in a business-like manner.

Douglas Rights, in his historic trip down the Yadkin in 1925

made a stopover at Idol's and was impressed with the power station and the hospitality. Rights and his first mate, Tom, spent the night at the powerhouse with I. V. Hartley, of Duke Power, as host for the night. "Before retiring, we were happy to meet Monsieur Bill Keaton, that colored worthy who is the most famous chef of the upper Yadkin. We immediately ordered a fish breakfast, Bill complained that there were no fish on hand, but we knew that our order would be filled.[12]

The hum of the turbines lulled the travelers to sleep and were awakened next morning with the sound of water pouring over the dam. The water had risen during the night from up-river rain. "Then Monsieur Bill appeared on the scene with a large pan full of fried fish, another filled with steaming corn pones such as Chef Bill alone can concoct, and a pot of boiling coffee. In our out-of-doors dining room we sat down to a delectable breakfast. Tom,my companion, ate seven fish for breakfast.[13]

After breakfast, R. H. Pickens, manager of the power station gave Rights and his companion a tour of the station. "He showed us on the door of the building two marks which were veritable high water marks. The first was dated September 21, 1898, when the river rose to a height of twenty-seven feet. The second one was dated July 16, 1916, when the highest mark ever recorded was cut there. This extreme height was thirty-five feet.[14]

My first fishing experience at the powerhouse was in the late 1920s, when two friends and I put in a troutline just below the station. We stretched a large cord across the river and added short lines with hooks spaced about three feet apart, reaching down into the water. We arranged to borrow a boat locally in order to tend the line.

By the time it was dark, we had baited the hooks and set about fixing something to eat. Our supper featured hot dogs and coffee to

keep us awake. Something over an hour after we baited the hooks, we pulled the boat along the heavy line taking off a dozen or so catfish. By 11:30, we had taken fish off the line four or five times and had around 50 nice catfish which we dressed and divided three ways.

Fishing was better below the powerhouse than above, for fish came up the river to spawn and were stopped from going further by the dam. After High Rock dam was built in 1926, fishing below Idol's dam improved considerably.

In the spring of 1931, at the height of the depression there appeared a great school of young carp weighing 1½ to 2 pounds in the tailrace below the powerhouse and remained for about a month. Two of my friends, Jim Sheets and Shermer Martin, and I moved a boat from the Martin farm, near Panther Creek and joined the 15 to 20 other boats fishing for the carp at Idol's. We used rods and reels and baited our hooks with dough balls, which were prepared by boiling a mixture of flour and corn meal. We had a lot of fun and everybody caught the fish. I have never eaten carp since but in the great depression they tasted like mountain trout with our pinto beans and potatoes. The great school of carp were in some way a product of the then new High Rock Lake.

In the summer of 1937, the Reynolds brothers of Lewisville organized a float trip down the Yadkin to the powerhouse with 15 young people in three 16' river boats, each boat had a pole and a person who was able to use it. We were not sure as to how long it would take for us to float from the Yadkinville highway bridge on old 421, where we started. We expected to make a little faster time than the current.

With the party dressed in bathing suits, we got under way about 9:30, made a rest stop and ate our picnic lunch at a home on the river

for which we had arranged. There were four married couples in the group to provide respectability. It was the first such experience on the river for most of the girls and some of them brought nothing with which to cover up their shoulders a part of the time and were sunburned, two of them severely enough to see a doctor. We arrived at Idol's dam about 5:00 p.m. It was a fun trip. There was reminiscing about the trip for years.

In the winter of 1939-1940, two of my brothers, Herb and Tom, Jim Sheets and I took a saw, an axe, ice tongs, a yard stick and a camera and went down to the powerhouse and Idol's dam to see how thick the ice was. It had been unusually cold for several days and there were reports that the river was frozen over.

When we arrived, it looked like the ice was thick enough on the river to hold up a truck. We did not hesitate to walk out on it. We walked out about 50 feet from the shore, where we finally chopped and sawed out a block of ice that would weigh 25 to 35 pounds. We pulled the block of ice out with the tongs and placed it on the surface of the iced-over river. We set the yardstick up against the side of the block of ice and the others gathered around it, while I made a picture. The yardstick showed the block of ice to be eight inches thick.

Idol's Powerhouse is no longer used as a boat landing; none but company vehicles are able to drive all of the way to the Powerhouse, visitors must leave their cars at the highway entrance gate and walk about one quarter of a mile to the power station. Some fishermen still walk across the railroad trestle to the west side of the river and fish below the dam. There is also access from the west side of the river.

Yadkin River Fishing

The author has had a wide fishing experience in both fresh and salt water and perhaps something more should be said about fishing. Great numbers of shad stopped coming up the river with the building of the power dams, beginning with Idol's in 1898. I have caught shad in other rivers, they fight like tarpon, but are so filled with bones that they have to be cooked into a paste to make them safe to be eaten. They are great fun to catch but the Indians used them to fertilize their corn.

With the building of High Rock Lake in 1926, many crappie and some bass started coming up the river as far as Idol's Powerhouse to spawn. A friend and I caught many crappies standing on the rocks just below the dam, in the spring, in the 1950s. The crappies are much larger there now, since threadfin shad (bait fish) were introduced to the Yadkin River impoundments several years ago. There are also some striped bass coming up to Idol's now.

The introduction of the shad as food for all kinds of fish has greatly improved fishing for bass, striped bass and crappies. Below the dams on the Yadkin system, in the spring, April and May, you can dip up dozens of small shad with a dip net and cast them back into the water as live bait for striped bass, large blue catfish, or cultivated catfish.

In May 1990, fishing from boats in the tailrace below High Rock dam, three friends and I caught several large catfish on the 3 to 5 inch shad minnows that we dipped up along the walls of the dam. The shad minnows were so thick near the walls that you could get a half-gallon at a dip. Most of the fish that we caught on the live minnows were blue cats, but I caught two that I believe were cultivated market-

type catfish. Both weighed 5½ pounds each, which would indicate that they had been stocked as minnows a few years before.

Fishing is crowded on the long wall along the tailrace below Tuckertown Dam in April and May, but I have never seen any better fishing for striped bass. The fishermen with strong rods use the shad that swarm along the walls beneath them to bait their hooks. The bait must be alive to be effective. The fish weigh from five to fifteen pounds. Apparently there are forty to fifty fish, or more, caught there on good days.

During the remainder of the year the stripers are caught in Baden and Tuckertown Lakes by trolling or searching for them in boats equipped with depthfinders. Extensive fishing for bass and crappie goes on almost year-around.

Clemmons Railroad Station

I climbed aboard a Southern Railway train at Clemmons in September 1925 for my first ride on a train and also for my first trip to Duke University. Several trains came through Clemmons every day; passenger trains by day and freight trains by night. This was before the beginning of interstate trucking and all kinds of merchandise and building materials were shipped to Clemmons Station and its railway siding. I remember going to the station several times to ship or receive nursery products for my father's nursery at Lewisville. Now, only a few freight trains come through Clemmons. Transportation has changed in the past 67 years!

Wild Geese at Clemmons

During World War II, I believe that it was in 1944, a large flock of Canadian geese came to the Clemmons area. There were 250 to 300 of them and they fed on the tender winter wheat at Lasater

and Lybrook farms except when they flew up the Yadkin River bottoms to feed on corn left in harvesting. These were not golf course geese but geese fresh from Canadian breeding grounds. Lasater and Lybrook farms were not pleased with having to feed this number of hungry geese on their spring wheat crops, and gave some sportsmen permission to hunt them on their farms.

I had hunted geese on the North Carolina Outer Banks and recognized this as a goose-hunting opportunity right here in Forsyth County. I made up and painted 20 silhouette decoys. I was working at that time on a second shift defense job at National Carbon Co. and had little else to do as recreation. A friend and I first set up the decoys at a site on Lasater farm but there were some other hunters pass shooting which kept the geese away from us. One of these eager pass hunters blasted our decoys with his shotgun,thinking that they were real geese in his excitement. We were more successful at this site later but decided to try hunting the geese in the river bottoms at Lewisville. We prepared a blind there also.

We found that there were flocks of from 15 to 30 geese flying up the river in high formations every morning to feed on corn that was left on the ground from corn harvesters. I invited two of the National Carbon Co. officials to go goose hunting with me in the Williams river bottoms at Lewisville.

We settled down in the blind about 7:00 a.m. that morning. I knew that the geese were going to be flying high, well out of range, but I had a good caller. I had bought three before getting one that sounded exactly like a goose. Our 20 decoys looked good in the early morning light. In less than thirty minutes we saw a flock of about twenty geese coming up the river in formation. This was an exciting time, if I could get them to come down! I started calling well before

they were overhead but they were almost over us before the lead goose answered my calling. The geese then started circling then spiraled down into our decoys with a great swishing of wings.

One of my friends was so fascinated by the action that he did not even raise his gun to shoot, the other fired three shots with his Browning automatic and did not get a feather. I got two geese. It was an exciting experience for the two men who had never hunted geese before. I gave them the geese.

Later that spring, in a blind at Lasater's farm, I saw a rare sight. All of the Clemmons geese were up in one large flock circling, beneath them was a red Stinson airplane. The circling geese and the airplane kept going up until they were out of sight. That was the end of the big flock of Clemmons geese and goose hunting!

Tanglewood Park

In 1921, William N. Reynolds, of R. J. Reynolds Tobacco Company, bought the land that William Johnson owned in 1757, along with additional acreage, making a total of 1100 acres, for his country home located on the Yadkin River near Clemmons. The name of the large acreage was "Tanglewood", handed down from the Johnson family. It was also known as Tanglewood Farm. Mr. Will was known for his race horses and horse racing. He was also known for his practice of loaning young men the money with which to attend college and I was one of them.

In 1951, Mr. and Mrs. Reynolds gave the 1100-acre country estate to the white people of Forsyth County, with a large amount of R. J. Reynolds Tobacco stock to support its operation. It was to be known as the William and Kate B. Reynolds Memorial Park at Tanglewood. Because of integration laws at that time, the courts closed the park and returned the property to the control of the Reynolds heirs. A

few years later, under a board of trustees, representing the Smith Reynolds Foundation the development of the park began under the direction of William Lybrook, trustees chairman, assisted by Murray Lybrook and Gardner Gidley.

L. A. Reynolds Company was chosen to build and pave the roads and parking areas also to build the golf courses. I was president of the company at that time and gave the work special attention along with free supervision and engineering services. We were interested in the park and worked at the lowest possible cost in order to do good quality work.

I remember a discussion with William Lybrook in regard to one of the first projects: the paving of the large parking area near the present tennis courts. After presenting our best possible price for the paving, including a crushed stone base, William asked if there was any possible way to do the job for less money. I told him the only possible way to reduce the cost was to mix sand with the red dirt and pave over that, instead of the crushed stone base. He asked what was involved in this process. I told him we would have to cover the ground with a six inch depth of sand, mix it with the dirt, then wet the area and compact it with a five-ton roller. I told him the main expense would be renting a large rototiller to do the mixing. He then asked, "Why not use our farm machinery to do the mixing instead of renting the rototiller?" I told him that I had never heard of the mixing being done with farm machinery but I thought that it would be possible, but that it would require a lot of work. I assured him that I would know when the red dirt and the sand were properly mixed for the base, if it was possible to do it with farm machinery. He decided that farm machinery would be used for the mixing and that the park would start pumping the sand out of the river nearby.

We hauled the sand from the river bank and spread it six inches deep over the large area. William had two park farm tractors pulling plows and harrows to do the mixing for over two days, until I dediced that the sand-clay base was properly mixed. We watered it, compacted it, primed it and paved it with asphalt paving. The paving was a success. It is still there after over thirty years.

Moving the Church at Tanglewood Park

The Mount Pleasant Church was built at its present site at the park, on top of Mount Pleasant, in 1809. Historians think that this small congregation of McKnights, Ellises and Douthits replaced the historic McKnight's Chapel west of Clemmons when it closed. Mount Pleasant Church was very active in the 19th century, but by 1928 few members remained. At the request of the congregation, Mr. Will Reynolds bought it and it became a part of his plantation which became Tanglewood Park.

But at the beginning of the establishment of Tanglewood Park there was no church atop Mount Pleasant. It had, with its steeple removed, been moved down near the present location of the locomotive and had been used as a feed barn for years.

Tanglewood Park trustees asked L. A. Reynolds Co. if we would move the Mount Pleasant Church back to its original position as a contribution to the establishment of the park. We protested that we were not experienced in the moving of buildings but we finally agreed to move the church.

On Friday afternoon, before we were to move the building on Saturday, W. S. Kiger, one of our supervisors and I met at the building to determine how we would go about moving the church. We found that a hive of honey bees had moved in under the weatherboarding. We removed a few boards and found a lot of honey and bees. Kiger said that our

men would not work this near the bees, that we would have to get rid of them. I told him to get a spray-pump and some kerosene. We sprayed them with the kerosene but our purpose was not accomplished. They were not able to fly but were crawling over the side of the building. I had a good fire extinguisher. We decided to set fire to the patch of bees and kerosene. The kerosene flared up like gasoline. It destroyed the bees but it required everything in the fire extinguisher, plus Kiger with a pine top, to put the fire out.

On Saturday morning, we had our men knock the foundation from under the building. Also to cut down two large poplar trees. We had these trees pushed under the building with a bulldozer, then let the weight of the building down on the trunks of the trees with jacks. We then hitched a large bulldozer to each of the two trees, and using the lowest gear on each machine, snaked the building up by the golf course and through a gap in the pine grove, placing the church exactly over its original corner stones.

We paid a building contractor $800 to replace the brick foundation and our part of the job was completed. The church was then completely restored with steeple, windows and pews by a generous gift from Senah Critz Kent, in memory of her mother, Lucy Reynolds Critz.

Today, Mount Pleasant Methodist Church sets atop Mount Pleasant, beside Tanglewood's multi-million dollar clubhouse. It is a landmark to Christianity in Forsyth County. It shows that the founders of Tanglewood Park and the people of Forsyth County are willing to give the church a place high among their most treasured possessions.

Hobo Hill

Hobo Hill is on the Southern Railroad between Clemmons and Winston-Salem, in fact, it is on the western fringe of Winston-Salem, where the railroad crosses beneath West First Street. From 1917 to

1924, my father ran a nursery on the Country Club Road, running north-west from Stratford Road. At night you could hear the long freight trains pulling the hill. As the trains slowed down to a crawl on the long hill, hoboes could get on and off west-bound freights with ease. It was from Hobo Hill where the employees of my father's nursery came. They usually stayed only a few weeks but there was one, a fellow named Peck, that stayed nearly a year and the family took a liking to him. They hated to see him go when he went down to Hobo Hill one night, never to be seen again.

The noise in the dead of night with a double-header freight train trying to get up the hill on a wet night with rain or sleet on the tracks was something to remember. The sound of the powerful steam locomotives, barely turning a wheel, with enormous puffing, then, the wheels would spin on the slick tracks with a rapid exhausting of steam! The big locomotives would alternate with powerful chugging and the wheels slipping until you wondered if they were going to reach the top of the hill that night. After they made progress for a while, then the wheel started racing again. You would feel sorry for the crew, but hoped that they would stop the big noise so that you could go to sleep.

The Model T Ford

The Model T. Ford was a transition vehicle from the stagecoach, the buggy and the carriage to the automobile. When my father bought his first Model T about 1916, his brother went with him to buy it; drove it home for him and taught him how to drive it in an open field in front of the house, in about an hour.

The accelerator and the spark levers were attached to the steering wheel. You set the accelerator lever on a scale at the speed that you expected to travel; later a foot accelerator was added. It had no

battery. Ignition was supplied by a magneto, four ignition coils, known as spark coils, with vibrator points and spark plugs. These vibrator points had to be filed occasionally to provide smooth operation. The file was known as a platinum point file, small and flat.

To start the vehicle, you set the accelerator and spark levers about half-way, making sure that the emergency brake was on, so that it would not run over you when the motor started. The hand brake held the motor in neutral (out of gear). You then cranked it making sure that your thumb was not wrapped around the crank handle, risking a broken arm from a kick, or a motor backfire. If you gave it too much with the spark lever, it would kick. This ignition adjustment was later built in on all automobiles.

The gears, reverse and neutral, and brake controls were all on three foot pedals in the floorboards. Assuming that the motor was running, you pushed the left pedal down all the way and held it, then you were running in low gear; to go into high gear, you just released the pedal and it went into high gear. It became a little more difficult when you decided to stop. You pushed the left pedal half-way down with your left foot and at the same time applied brakes with your right foot on pedal to the right. Reverse was accomplished by pushing the left pedal half-way down and pushing the middle reverse pedal. The center, or brake pedal was also used for brakes in emergencies.

Most of the Model T's were touring cars, supplied with curtains. There were only a few sedans and coupes, all painted black. There were no front doors on the driver's side of the car; the driver just stepped over it from the runningboard. After the car was driven several thousand miles, a rear wheel had to be jacked up in order to crank it because of magneto wear, or have the magneto replaced.

The greatest addition to the Model T was a battery, starter and generator; this dispensed with the magneto and provided good headlights. Tires were of poor quality, only 2,000 to 3,000 miles could be expected from a set of tires. The clincher rims on the Model T tires required rather high tire pressure or the tire would get out of the grooves, run off the wheel and blow out the inner tube. On our trip to California, we had five blown inner tubes and 35 punctures.

The poor quality gasoline in the 1920s rapidly built up carbon deposits in the motor. This reduced the size of the combustion chamber above each piston, causing the motor to knock and loose power. On the California trip we had to stop in Kansas and grind the valves.

The Model T Ford was one of the toughest cars ever built. Coming back from California, in the Salt Lake Desert, the car ran out of water. We tried to flag down motorists to get water but they would only give us a little water to drink, none for the Model T. We had driven the car, when we stopped, until all of the water in the radiator had gone and the top of the engine was glowing - red hot! I guess that the motor cooled a little even in the 100-degree heat in the 30 minutes we were trying to beg water but we started out again with an empty radiator. We had gone about 15 miles when we saw an old building site and some old concrete abutments at the side of the highway but no building. We were still in the desert but thought there might be an old well there. We stopped and found there was an old well partially covered up with boards. After we got a flashlight, we looked down into a well, about 50 feet deep, and found the bottom of the well covered with square-bottomed, five-gallon tin cans. We could see no water until we had fired a dozen or so shots with a Colt .38 into the cans. Then we saw water and let down a small bucket, after tying together our tent ropes, and brought up some water. It

was the"stinkingest" water that I had ever smelled. We filled the radiator with it, after waiting for a good while for the engine to cool off, for the head of the motor had been red hot again when we stopped. When we reached the nearest town at the edge of the desert, we drained out the stinking water from the radiator and refilled it with good water. We felt greatly relieved. We were afraid that letting the head of the motor stay red hot this long would warp the head of the motor or blow out the gasket between the head and the motor block, but there were no ill effects; it ran well all of the way home. It would be disastrous to run a modern automobile without water in the radiator for even a fraction of the time that was allowable with the Model T.

Clemmons Historical Society

The Clemmons Historical Society was organized September 1989, under the leadership of Mrs. Dottie Nifong and others. They immediately went about the matter of restoring the Hattie Butner stagecoach to its original new condition. The coach was built in 1857 by the Abbott Downing Company, in Concord, New Hampshire. The Wachovia Historical Society loaned the stagecoach to Clemmons on a permanent basis. I remember making a photograph of the coach when it was displayed in Clemmons for the first time at the Village Festival on September 23, 1987. Fund-raising for the restoration of the coach began at the festival and $600 was raised.

Geoffrey Lemmer, a conservator from Baltimore, Maryland, was hired by the Clemmons Society to determine the condition of the coach and to give an estimate of the cost of the restoration process. He said that the cost of the restoration would be between $65,000 and $70,000.

Fund-raising for the restoration of the coach continued in 1990.

I attended a $50-a-plate dinner given by the Clemmons Historical Society, at the Tanglewood Club House, in November 1990, where about $3,000 was raised for the restoration project. In July 1991, the Clemmons Historical Society in consultation with the Wachovia Society, decided to let Geoffrey Lemmer restore one of the doors of the coach, which turned out to be a success. On October 30, 1992, the Hattie Butner was loaded on a rented truck and sent to Lemmer for restoration for a price of at least $40,000. The running gears of the coach and the wheels will be restored by members of the Historical Society, under the direction of Geoffrey Lemmer.[15]

HUNTSVILLE

No history of the Shallow Ford would be complete without mention of the town of Huntsville which is located just west of the ford, on the old Great Wagon Road and the present Shallowford Road.

Huntsville owes its existence to the fact that it is located very near to the Shallow Ford. Early settlers preferred to locate near a ford where they had easy access to both sides of the river for hunting, travel or to escape in case of Indian raids. Robert W. Ramsey, in Carolina Cradle says that in 1748 there were six families living at the Shallow Ford, including Morgan Bryan; four families on the east side and two families on the west side. This was known as the Bryan Settlement. This was to say that the six families settled on the rich bottom lands in the vicinity of the ford.

Huntsville is believed to have been named for Charles Hunt, who built a house on the Yadkin River in 1750, however, Huntsville was

not established until 1792. A post office was opened in 1794 with Henry Young as postmaster.

Although there were prople living all around the Shallow Ford area which would later become Huntsville, a major event that was to occur in the Huntsville-Shallow Ford area happened before Huntsville was established. It was the Battle of the Shallow Ford. "On October 14, 1780, 300 Patriots engaged from 300 to 400 Tories near the Big Poplar Tree and Battle Branch. Fifteen Tories were killed; some of the Tory dead were buried 50 feet northwest of the old Kelly Tavern."[16] Another event occurring a short time later was Cornwallis' crossing with 500 Redcoats on February 9, 1781. There events are well documented by Huntsville historians.

"Huntsville was a rapidly growing community by the time of the Civil War when it had two tobacco factories, five general stores, two schools, a tavern, several prosperous plantations, and one of the largest Methodist churches in the country. Stage coaches ran daily through Huntsville on their way to Wilkesboro and Fayetteville. They would stop at the hotel run by Dr. Thomas Long to pick up and discharge passengers and a change of horses."[17]

Huntsville grew and prospered because of its proximity to the Shallow Ford and its location on the Great Wagon Road-Shallowford Road, the main entry from the west into Forsyth County and further to the east. Sometime after the Civil War, due to competition from ferries and changes in the routes, the use of the Shallow Ford declined and the prosperity of Huntsville declined along with it. The ferries had the advantage of being able to cross the river when the water level was a foot or two too high for crossing at the ford. But when the Yadkin was really flooding, neither were the ferries safe for crossing.

Thomas Lanier Clingman

Thomas Lanier Clingman, a native of Huntsville, was its most illustrious son. In 1845, in the U. S. House of Representatives, Clingman launched an attack on Southern Democrat leaders which led to the only duel ever fought between Southern Congressmen. Clingman and William Loundes Yancey fired at each other at ten paces - both missed. A cease-fire was then called, and the remarks were classified as political and not personal.

Clingman was elected to the U. S. Senate for a six-year term in 1860, but he quit the Senate on March 28, 1861. Clingman, a month later, helped to organize the 25th Regiment of North Carolina Infantry composed of men from the counties he had represented in Congress. They elected him Colonel of the regiment.

General Robert E. Lee promoted Clingman to Brigadier General, his rank during the rest of the war. Clingman took command of Sullivan's Island on July 18, 1863 where his unit suffered heavy losses in the fighting. In 1864, Clingman's brigade was sent to Virginia, where on August 19, General Clingman led his troops in an attack on General Grant's lines south of Petersburg. Although his men did well, capturing about three times their number of the enemy, Clingman suffered a serious leg wound that put him out of action until almost the end of the war.

After the war Clingman tried to regain his seat in the U. S. Senate, but measures of the Republican Congress prevented it. General Clingman made several trips to Europe. He died November 3, 1897 at 85 and was buried at Riverside Cemetery at Asheville. He was buried in his Confederate uniform which he had preserved for over 30 years. North Carolina named Clingman's Dome in commemoration of his brave services. [18]

Huntsville stores supplied a variety of services to the people in the surrounding areas, buying and selling everything from Bibles to whiskey. They even served as banks loaning money, and as a gathering place for politicians.

Lewis Shore Brumfield, in Thomas Lanier Clingman and the Shallow Ford Families, tells about sales and happenings at the Clingman store, a few excerpts follow:

> The extant 1837-38 Clingman store ledger gives a picture of what is going on in Huntsville and in the Clingman family. Dr. Pleasant Henderson buys some paregoric for 12¢ on March 8. Col. Puryear bought a wine barrel for 75¢. On March 9, Mrs. Jane Poindexter Clingman sent her faithful slave, Barb, to the store on March 10 for "Shugar." May 12, Congressman Lewis Williams; apples $1.25. Col. Puryear bought castor oil and molasses on May 24.
>
> The Clingman store was a center of political activity. Candidates came there to speak at the muster ground east of the store and buy whiskey for voters at the store. Henry Pattillo Poindexter, brother-in-law of Peter Clingman, was a candidate for the State Legislature. He came often to the store to campaign, often accompanied by his Clingman nephew, young Tom Clingman, who would one day be a United States Senator.
>
> Opium was sold at the Clingman store, as the ledgers show, and that other popular tranquilizer of the times, Laudanum. Mothers gave Laudanum to their babies to keep them from crying. (On April 25, 1825, Mrs. Mildred Kimbrough bought one ounce of opium for $1.00. It was rather expensive.)
>
> In May of every year the local militia mustered at the campground just east of the Clingman store. Prominent men for miles around gathered for two weeks of rather desultory parade and drill. It was mostly a time for fraternalising and politicking, trading and horse-racing, drinking and gambling.
>
> On Jan. 7, 1825, George Steelman was paid $45.00 for "hawling" whiskey to South Carolina and $77.08 for hauling 3,425 pounds of goods from Charleston including coffee, tea, spices, books, drugs, china and silverware, sugar,silk and other fine materials not locally spun, mirrors and highly crafted furniture not made locally, ink, paper products, dyes

such as indigo; in 1824, George hauled 294½ gallons of whiskey, 152 pounds of tobacco and one keg of butter (36 pounds) to Charleston; in 1825, 315 gallons of whiskey and brandy "to South Carolina"; on October 13, 1825, sent by Geo. Steelman to Cheraw, eight casts of peach brandy (313 gallons).[19]

General Stoneman's Forces at Huntsville

In April 1865, U. S. Cavalry troops, a detachment of General Stoneman's forces, moved toward Yadkin County from the home of Elias Schaub in Forsyth County. When they attempted to cross the Yadkin at the Shallow Ford on April 11, they fought a skirmish with Confederate Militia guarding the ford. Union accounts stated that the Confederates fled, 'leaving a hundred muskets behind.' Stoneman's troops crossed at the ford and camped for thirty-six hours near the home of Colonel R. C. Puryear in Huntsville before they moved on to loot Farmington and Mocksville.[20]

Mrs. Bettie Puryear Gibson's account of Stoneman's visit to Huntsville is given in Lewis Shore Brumfield's, Thomas Lanier Clingman and the Shallow Ford Families. Excerpts follow:

> About 2 o'clock on Monday morning my sister and I, whose room was just above our father's, heard a cautious knocking at his door. Then a sound of voices for a few moments, and then he came up to our room with the news that General Stoneman of the Yankee army was in camp six miles from us on the road to Salem. The message had been sent in writing, by a gentleman living some miles down the river, who had seen the army late that evening, to warn as many as possible about the danger. There was no time to be lost. Dressing as rapidly as possible we packed trunks with the most valuable things - Negroes made wagons ready and things were sent out to be concealed in the woods. Among other valuables, sad to relate, were a barrel of sugar and a bag of coffee just secured by some wonderful good fortune and still unopened. But alas! They did not remain so long - the Yankees opened and enjoyed them. The silver, my sisters and I concealed in the icehouse in one corner, burying it under blocks of ice which was well covered with straw.... I may as well say that everything sent to the

woods for safety - including a lovely Chinese crepe shawl and two family registers - were found by the soldiers.

....Just at daylight on Monday the enemy rode into the back premises and the 12th Michigan went into camp in the field around the barn where they stayed for thirty-six hours, after which time there was nothing left for them to enjoy. The smoke house with its store of hams and other meats, flour, meal, lard, sausage, etc. was empty and likewise the pantry. All butter and milk were gone from the icehouse, every chicken, duck and turkey eaten and nothing that they could use left in the house, which was [looted]....[21]

The Tragic Hunt Murder

On the road to Farmington stands a stately old antebellum mansion that was once the scene of gala social gatherings of Huntsville's elite. Dr. L. G. Hunt, the only direct descendent of Charles Hunt, the town's first settler, bought the house about 1850 from the Dalton-Gorman estate for an office for his medical practice. Hunt married Mollie Martin, an attractive but ambitious young lady.

Dr. and Mrs. Hunt had one daughter, Daisy. Unlike her mother, pretty and petite, she was tall like her father, and lacking in poise and grace - somewhat independent. Dr. Hunt died in 1896. His wife Molly took over the job of collecting money that patients owed the doctor. She had difficulty with Daisy, who was a strong-willed woman. She wanted Daisy, like herself, to be a socialite with proper manners, to go to Salem College. Going to college was given up after Dr. Hunt died.

With Molly away collecting much of the time, Daisy had an affair with Will Kelley, a hired hand on the Joseph A. Bitting plantation. Daisy became pregnant by Will Kelley and Molly was furious.

Charles Spease, a local boy on his way to school, found Kelley's body in the hunt barn one morning. He ran to the Hunt house to tell Molly. She reportedly closed the door in his face. The sheriff

deputized all the men in the community and formed a posse to search for Kelley's killer. Will Martin, Molly's brother, disappeared. He was a suspect but some people thought that Molly killed him. No charges were made. There were no arrests. The whole affair was allowed to fade quietly.

Daisy gave birth to a baby boy in February 1902. She named him Joseph Cadell, after the hero in a novel that she was reading, but everybody called him Jack. Jack was born without sweat glands, was unable to sweat or to cry. His skin looked like fish scales and was subject to scaling and bleeding.

Daisy died in 1935; Molly in 1936. Molly willed the house and 100 acres to her brother, Will Martin; she left Jack 25 acres near the Davie County line. Jack died in Huntsville in September 1972. Jack was the last of the original Hunts. It is said that the main characters in this tragic story are buried in the Huntsville Baptist Church Cemetery.[22]

Huntsville and the Shallow Ford

These towns, especially Lewisville and Huntsville, nearest to the Shallow Ford and in the center of Shallow Ford Country, have kept alive and cherished the history of the Shallow Ford, the ferries, the Shallow Ford families and the river counties.

The Shallow Ford was abandoned in 1920 with the building of the bridges across the Yadkin. Thirty-three years later members of the Lewisville Civic Club explored the Shallow Ford area and crossed and recrossed the river at the ford. Other than a news item in the Lewisville Citizen in 1953, the Shallow Ford was forgotten until I wrote the monograph, "The Shallow Ford" in 1989 in an effort to have a North Carolina state park located here. Local residents did not want a park but favorable publicity resulted in the awareness of the

importance of the history of the Shallow Ford and the Shallow Ford area.

It has been 40 years since we talked to Mr. E. D. Kelley, 84, of Huntsville in 1953 about the Shallow Ford. Had it not been for his enthusiastic story and knowledge about the ford we may not have bothered to explore it and the old roads and markers. It was not at all difficult to visualize a big heavily loaded covered wagon headed up some of these steep grades with a rugged pioneer driver snapping a black snake whip over the backs of four or six straining horses. We also covered Huntsville with its Battle Branch, the big Poplar Tree, Patriot's Grave and several of the old houses.

On October 5, 1991, Kyle Stimson of the Lewisville Historical Society, and Richard Ziglar waded across the Yadkin River at the Shallow Ford. This was the first publicly known crossing at the ford since our exploration and crossing in 1953.

On February 15, 1992 and March 7, 1992, the Lewisville Historical Society co-sponsored tours, or Shallow Ford Walks to the river with the Yadkin County Historical and Genealogical Society. They explored the old roads and markers on both sides of the river. This was the most important event at the ford since our crossing and exploration of the ford 40 years ago, as this is written.

Both tours started at the Huntsville Baptist Church. The first tour covered the Shallow Ford and historical sites in the Lewisville area, while the second tour on March 7, included the ford and sites at Huntsville. Frances H. Casstevens, Yadkin County historian, prepared a closely-typed history of some 15 pages with a map showing 30 historical sites in and around Huntsville. This history and descriptions of the points of interest is a necessity for anyone visiting and identifying the many historical sites at Huntsville.

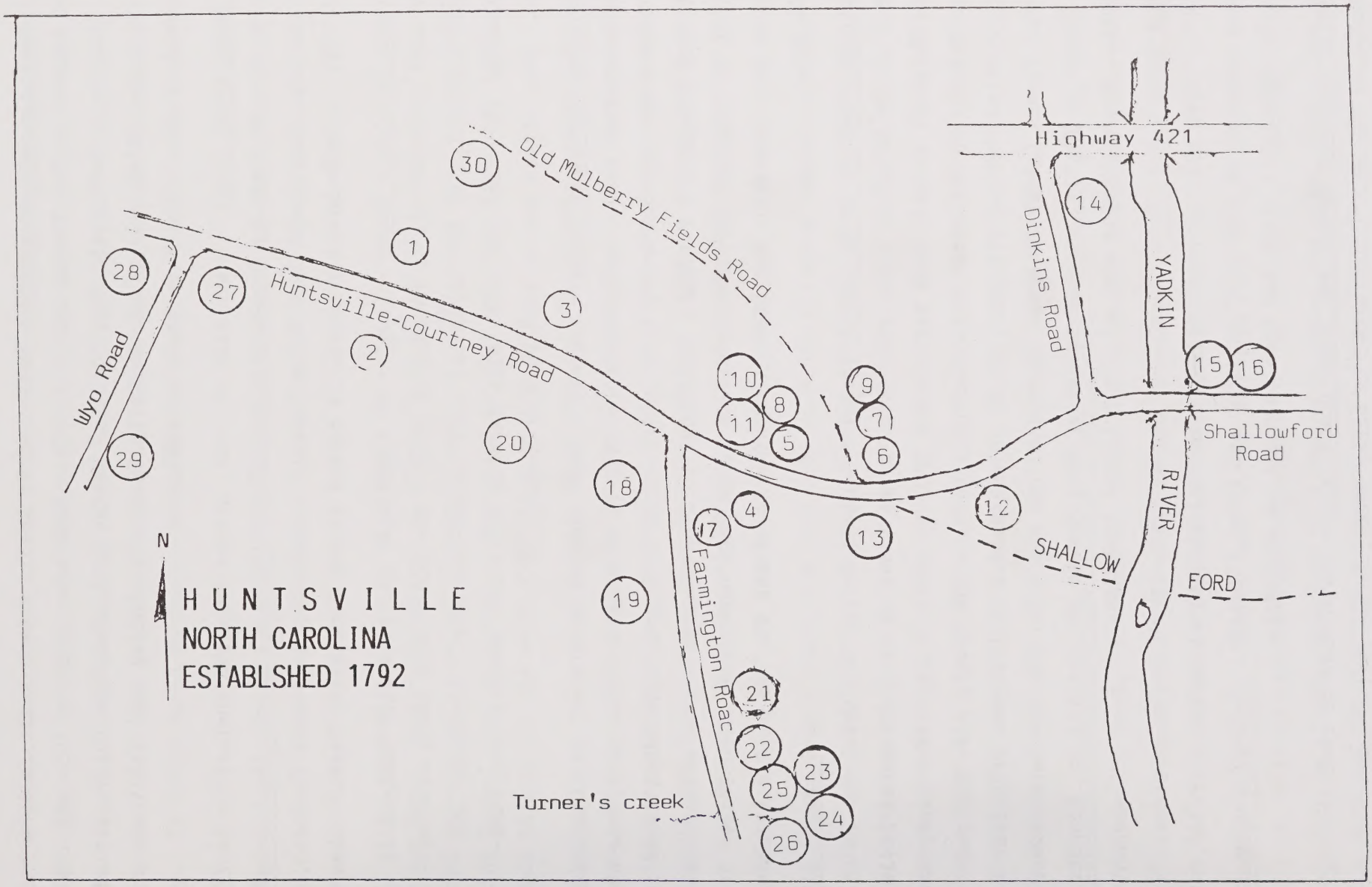
These first tours were authorized by the property owners on both sides of the river. Leaders of the two historical societies hope that these tours will lead to annual tours at least,in the future. Although the Shallow Ford is a national historical site, it is up to those who live nearby to keep its memory alive as a part of our heritage.

Historic Structures and Sites - Huntsville Community

Frances H. Casstevens, a historian in Yadkin County, prepared a paper for the Yadkin County Historical and Genealogical Society to be shared with the Lewisville Historical Society for the Shallow Ford Tours of 1992. It is certainly an enlightening and well prepared history of the Community of Huntsville. She traced Huntsville's history back to its beginning by "researching old deeds, tax lists and census records, by deciphering old tombstone inscriptions, or by listening to legends handed down through many generations of the older residents."

The history is followed with a map accompanied by a detailed description for each of 30 historic structures and sites. For this writing, the descriptions have been shortened. Frances Casstevens explains the incorporation of Huntsville:

"The town of Huntsville was incorporated in 1792 on 150 acres of Abraham Creson's land. Charles Hunt purchased the land from Joshua Creson, administrator of his father's estate. Hunt recorded a plat of the property in the Surry County deed books, which showed 107 numbered lots, each about a half acre in size, and 66-foot wide streets. Naturally, he gave the town his name --Huntsville. He then began selling the lots, and the town of Huntsville had its beginnings."


Highway 421
Old Mulberry Fields Road
Huntsville-Courtney Road
Wyo Road
Dinkins Road
YADKIN
RIVER
Shallowford Road
SHALLOW FORD
Farmington Road
Turner's creek
N
HUNTSVILLE
NORTH CAROLINA
ESTABLSHED 1792
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1. Huntsville Baptist Church - Organized in 1883. Church built in 1884 on land donated by Dr. Thomas Long and wife. Additions added in 1954 and 1962. Dr. Leander G. Hunt, wife Mary "Mollie" Martin Hunt, daughter Daisy, buried in cemetery. Also members of the Kelly family, including Will Kelly who was murdered at the Dalton-Hunt House in 1902.

2. Seats House (log) - South side of road, across from the Huntsville Baptist Church, was restored by Claude Clingman ("Dick") Seats. It was the home of his parents, Claude and Cora White Seats. Grandfather Nathaniel T. Seats, 1845-1922, a Confederate veteran, is buried at the Huntsville Baptist Church.

3.Thomas Brewbaker House - (log) - On north side of Lewisville-Huntsville Road near intersection of Farmington Road. One story with loft, six-bay house, consisting of two three-bay pens joined together. Brewbaker was postmaster 1879-1885 and wife, Ruth Harding Brewbaker postmistress 1886-1929. Post office was in back room of house.

4. Chapman-Brewbaker House - (frame) - East side of main road, at intersection with Farmington Road. Situated on Lot No. 15 of original town plot, the house is frame over log, one story with attic. John H. Chapman purchased house in 1848 from Clingman & Puryear. Descended to John Chapman's son, Allen. Allen left it to daughter Mary. Mary willed it to Paul Brewbaker, reportedly because Paul resembled her beau, Alexander Brewbaker who was killed in the Civil War.

5. Clingman-Sofley House (white frame) - located on Lot 36, which was on High Street of the original plat, this white frame house is of the Federal Style. It is believed to have been built about 1803 by Henry Young. Next owner was Peter Eaton, who attempted unsuccessfully to have the town's name changed to Eatonville. Peter Clingman, uncle of the famous Confederate Brigadier General Thomas Lanier Clingman, purchased the house in 1818. A later owner was Thomas S. Martin, who was father of Mary Martin who married Dr. Leander G. Hunt. House retains many of its original features.

6. Red Store (site of) - Red Store, one of Huntsville's earliest stores stood on north side of road leading from Shallow Ford to Mulberry Fields. It was operated ca 1810-1830 by Jacob and Peter Clingman. Ledgers dating back to 1818 still exist and have been put on microfilm.

7. Kelly-Clingman Tavern and Stage Coach Stop - North side of road leading to Mulberry Fields. Constructed in early 1800s, house is two-story. Two separate entrances open on front porch. Presumably, one of the entrances

was to the public tavern part of the house. Also served as stagecoach stop and post office. John Kelly was postmaster until his death in 1818. Town well is directly south of tavern, in the middle of the street. Structure later home of Dr. John Patillo Clingman and other members of the Clingman family. In 1880s owned by Squire Boone Harding, who operated a store and a tobacco factory.

8. Jacob Clingman House (site of) - A short way south of the Kelly-Clingman tavern, on west side of High Street. Birthplace of U. S. Congressman, and Confederate Brigadier General Thomas Lanier Clingman, July 27, 1812.

Battle of Shallow Ford (October 14, 1780)

9. Tories Grave Site - The graves of about 14 or 15 Tories killed in the skirmish between Patriots and Tories October 14, 1780, (see information under "Patriot Grave") are believed to be buried in what was once garden of Kelly-Clingman tavern, on the west side close to the road.

10. Patriot Grave - Grave of Captain David Francis, of the Surry County Militia, killed October 14, 1780, in battle between Tories and Patriots. Involved were about 160 Virginia Cavalry commanded by Major Cloyd and 140 Surry and Rowan Militia and 300 Tories under Captain Gideon Wright on their way to Charlotte to join the British Army. Captain Francis is buried near the Mulberry Fields Road about 1/4 mile west of the Kelly-Clingman Tavern.

11. Big Poplar Tree - About 1/4 mile west of Kelly-Clingman Tavern, approximately 100 yards south of old Mulberry Fields Road bed. Some accounts say that British General Lord Cornwallis' horse ate the top out of the young tree as he passed on February 7, 1781. Other legends say that the top of the tree was shot out by his cannon fire. Today, tree is 74 feet tall and 5.44 feet in diameter, the largest trunk measurement of any tree still standing in Yadkin County. Remarkable, the top of the tree is still missing.

12. Circus Grounds and Croquet Playing Field (site) - On south side of Lewisville/Huntsville Road, just east of former Sam Brewbaker house was reportedly site where circus set up tent. Generally, the site was used as a croquet playing field by Huntsville residents, according to Mrs. Mary Lou Howell Foster.

13. Shallow Ford Road - Can be seen across the hard road from Robinson's Trailer Park, road leads to east through woods down to the river. The roadbed, perhaps 20 feet deep in places, descends to a narrow plain at the river bank. The Shallow Ford and the old road were used until 1924 when a bridge was built across the river nearby.

14. Conrad-Dinkins House - Situated on the original land grant of Abraham Creson, this house overlooks what is called "Dinkins Bottoms." Located nearby above the mouth of Deep Creek was "Frost's Old Mill", which operated in the mid 1700s. The two-story house was built in 1841 by Isaac Conrad. Interior walls are plastered and retain the original woodwork. A one-story, two-room detached building served as the kitchen. The Conrads ran a store which stood about a mile north at the intersection with Old Highway 421.

15. Kelly Cemetery - Approximately 300 yards across the Yadkin River Bridge on the Lewisville-Huntsville Road is the remains of the old Kelly Cemetery. John Kelly, Huntsville's first postmaster, who died in 1818, is buried there as are other Kelly relatives. There were reportedly about 50 to 75 graves in this cemetery at one time. This area, "Little Yadkin," was part of Yadkin County until sold to Forsyth County in the 1920s.

16. Lanier-Clingman Cemetery - Just a few feet east of the Kelly Cemetery is the ancient burying ground of Revolutionary Colonel Robert Lanier (died in 1786), his wife, Jane Pattillo Lanier (who married Captain Francis Anderson Poindexter after Lanier's death), and some of the children from both marriages. Jane, born in 1760, died in 1826, was the daughter of Rev. Henry Patillo, a prominent Presbyterian minister.

17. Salisbury Road - Begins at the Shallow Ford and is now called the Farmington Road. Early deeds called it the "Salisbury Road" or the "Irish Ford Road."

18. Huntsville Methodist Episcopal Church - Located on the south side of the Farmington Road leading southward out of Huntsville, this quaint weather-boarded country church was built in 1888. It is similar to the Farmington Methodist Church which was completed in 1881. This church replaced the Mt. Sinai Church.

19. Race Path - Past the Huntsville Methodist Church, the Farmington Road runs straight for about a mile or so. This was used as a place to race horses. Many fortunes were made and lost, dependent on which was the fastest horse.

20. Mt. Sinai Methodist Church and School (site) - This church, established around 1808 as can be determined by land deeded for the church (or earlier, as evidenced by the grave of Elias Turner), was located about a mile and a half south of the town of Huntsville. A road once ran by the church which turned westward toward the Georgia Road (Wyo Road now). Beside the church was also a schoolhouse. Behind the church site remains an ancient cemetery with tombstones of many of the town's residents.

21. R. A. Poindexter House - This house, although deteriorating badly, is still standing. R. A. Poindexter died in 1906. His wife and most of his children reportedly died of typhoid fever 1880-1890s. Granddaughter Cora White Seats recalled seeing hundreds of wagons coming up the hill from crossing the river on Hunt's Ferry on the road that passed this house.

22. Dalton-Hunt House - Built ca 1855 by the widow, Sarah Bird Dalton. This Greek Revival style house is famous for its ornate plasterwork. It also has a brick-floored basement, a rarity for houses of this time period. The house sits on a knoll facing the Farmington Road. Dr. Leander G. Hunt, also a county commissioner, purchased the property in 1880. Dr. Hunt had married late in life to Mary Martin. Their daughter, Daisy, was sent to school at Salem Girls School.

23. Lewis Auguston Speas House (site) - Only the chimney remains of the home of the Speas family, situated a short distance behind the Dalton-Hunt house toward the river. He and his brother-in-law, R. A. Poindexter, bought what had once been called the "Pink Hanna" place and split the property, with Poindexter taking the northern half and Speas the southern part. William Paul Speas, Sr., was born here. He later became a renown ophthalmologist who practiced in Hickory then spent the remainder of his life in Winston-Salem.

24. Edward Sweatt Grave (site) - Edward Sweatt married on December 20, 1795, Rhoda ____ Turner Carter, already twice widowed,and died in the front yard. His wife buried him where he fell, in the corner of a fenced garden. The grave site is behind the Dalton-Hunt house, a short distance to the north on a bluff overlooking the river, and an old road that ran to a ferry site. He had reportedly served in the War of 1812 and died as he returned home. Two companies of Surry County men served in the War of 1812 (Isaac Jarrett was another one).

25. Joseph A. Bitting House (site) - This house was once the home of Joseph A. Bitting, who came to Huntsville from Stokes County. After the Civil War, he moved to Georgia for a time, but returned to enter the tobacco manufacturing business in Winston-Salem. His daughter, Kate, was probably born here. She married Will Reynolds, brother to R. J. Reynolds. They owned a large tract of land which now is Tanglewood Park near Clemmons on the east side of the Yadkin River.

26. Ellis-Johnson-Forbes Cemetery - This is undoubtedly the oldest cemetery in Yadkin County, excluding Indian burial sites. Located on the east of the

Farmington Road on the south bank of Turner's Creek, the inscriptions date back to the 1750s: John Ellis, 1723-1753, Eliza H. Johnson, age 18 years, died 1754, Thomas Forbes, 1760-1779.

27. Harding-Steelman Tobacco Factory (site) - Near corner of Huntsville-Wyo Road stood plug tobacco factory run by Squire Boone Harding and his soon-to-be brother-in-law, Thomas Steelman. Still standing is the ruins of the house once occupied by Steelman, later owned by Margaret Harding, daughter of a former slave called "Tamer". Tamer lived in a smaller house just south of the two-story house. She is believed to have been born in Africa and brought to America as a young girl.

28. Georgia Road - Now the Wyo Road,runs between the bends of the old Georgia Road. Deep gullies can still be seen, however, on both sides of the paved road. This road ran southwestwardly across North Carolina and into Georgia. It passed on the east side of the William Harding house, where it can still be seen, and continued down from there across the creek.

29. William Harding House (ruins of) - This house, although built much earlier, became the home of the William Harding family when they returned from Texas in 1856. Harding had sold his property and house (called the "Isaac Brown" house) and took his family in wagons through Tennessee to Texas in the fall of 1855. The Hardings got as far as Paris, Texas, but they did not find Texas to their liking, and so they returned to North Carolina. They were back by the summer of 1856. William and Jane Harding lived in the house until their deaths in 1876 and 1886, respectively.

30. Gray-Hartman-Holden House - A dirt road runs north from "Dead Man's Curve" to this elegant anti-bellum house. Once the home of slave trader, Joseph Gray, and wife Mary Kelly Gray, it is a show place even today. The present owner is known for her beautiful iris gardens which are frequented by visitors each spring. In 1860, Gray owned 700 acres. In addition to the house, there once was a tobacco factory, a log barn, a smoke house, a store building, and several other buildings, one of which was brick. After Gray sold out and moved to Rockford in Surry County, the house was owned by Sheriff Jim Hamlin. Another owner was Professor Moses Baldwin who ran an academy at Huntsville and the famed East Bend Academy, and was also pastor of Enon Baptist Church. Charles E. Hartman, from Davie County, bought the house and 565 acres of the original farm in 1909. When the Mulberry Fields Road was still being used, this house would have been near it, on the southern side.

ROCKFORD

The first thing you see at the Yadkin River as you approach the the town of Rockford from the Yadkin County side of the river is Rockford's low-water bridge. This is no ordinary bridge. It is a one-track bridge with the up-river side lower than the down-river side so that when the river is flooding the water goes over the bridge as well as under it. It is much more exciting to cross this one-lane, close-to-the-water bridge without side railings than a large concrete bridge where you can scarcely see the water.

This bridge was built in 1962. Two sections of the bridge broke loose in a 1971 flood and were washed down the river. Hurricane Hugo's floods washed two spans of the bridge down the river about 18 inches, lodging them against boulders in the stream. The bridge was closed for repairs for about a month on October 6, 1989 by the N. C. Highway Department.[23]

After crossing the river, you come to a little park on the river bank. This is the site of the ferry that was owned by Watson Holyfield, and the present site for local church baptisms. Watson Holyfield was a prominent citizen of Rockford. He served in the War of 1812 and later owned over 2,200 acres of land in the vicinity of Rockford.

Between the little park and the railroad is the site of White Rock Ford, the ford for which Rockford was named. This ford was one of the most prominent on the Yadkin. Before the American Revolution, a road was laid out between the Shallow Ford and Rockford.

Next is the railroad station, painted in attractive colors, well kept, as if it were the pride of the town, in an age when much larger towns have no railroad station. It is on the railroad that runs from Winston-Salem to North Wilkesboro. Its tracks run through the old

Bean Shoals Canal. Many sections of the old canal walls lie beneath the railroad tracks. This railroad in the 1890s brought commerce to Surry and Wilkes Counties that the Bean Shoals Canal effort failed to provide in 1825.

The next point of interest is the ruins of the Grant-Burrus Hotel. The hotel was owned and operated by John Burrus, one of Rockford's most important citizens. Andrew Jackson, Aaron Burr and James K. Polk were among the famous people who visited Rockford.

The courthouse is next. Surry County was divided, creating Stokes County in 1789, with the Surry courthouse being moved from Richmond to Rockford. After another Surry division that created Yadkin County in 1850, the courthouse was moved from Rockford to Dobson. According to The Heritage of Surry County North Carolina, "the courthouse at Rockford was used as a schoolhouse after 1853. One of the schools there--the Rockford Male and Female Seminary, established in 1867, with a Baptist minister as principal--is said to have had more than a hundred students."

The Story of Rockland, by Lucy Hamlin Houck, says that Dr. John T. Burrus, who grew up in Rockford in the late 1800s, was "perhaps Rockford's most illustrious son." He bought a hospital in High Point and enlarged it "to become one of the foremost in the South. He also established the Burrus Clinic, became surgeon of other hospitals, and contributed to medical literature with articles on various subjects pertaining to medicine."

According to Miss Evelyn Burrus Holyfield, the president of the Rockford Preservation Society, "Superior Court Judge, Richmond Pearson, established a law school across the Yadkin River from Rockford in 1848, and some of the students boarded in nearby homes.

Pearson became a State Supreme Court Justice in 1849 and Chief Justice in 1868."

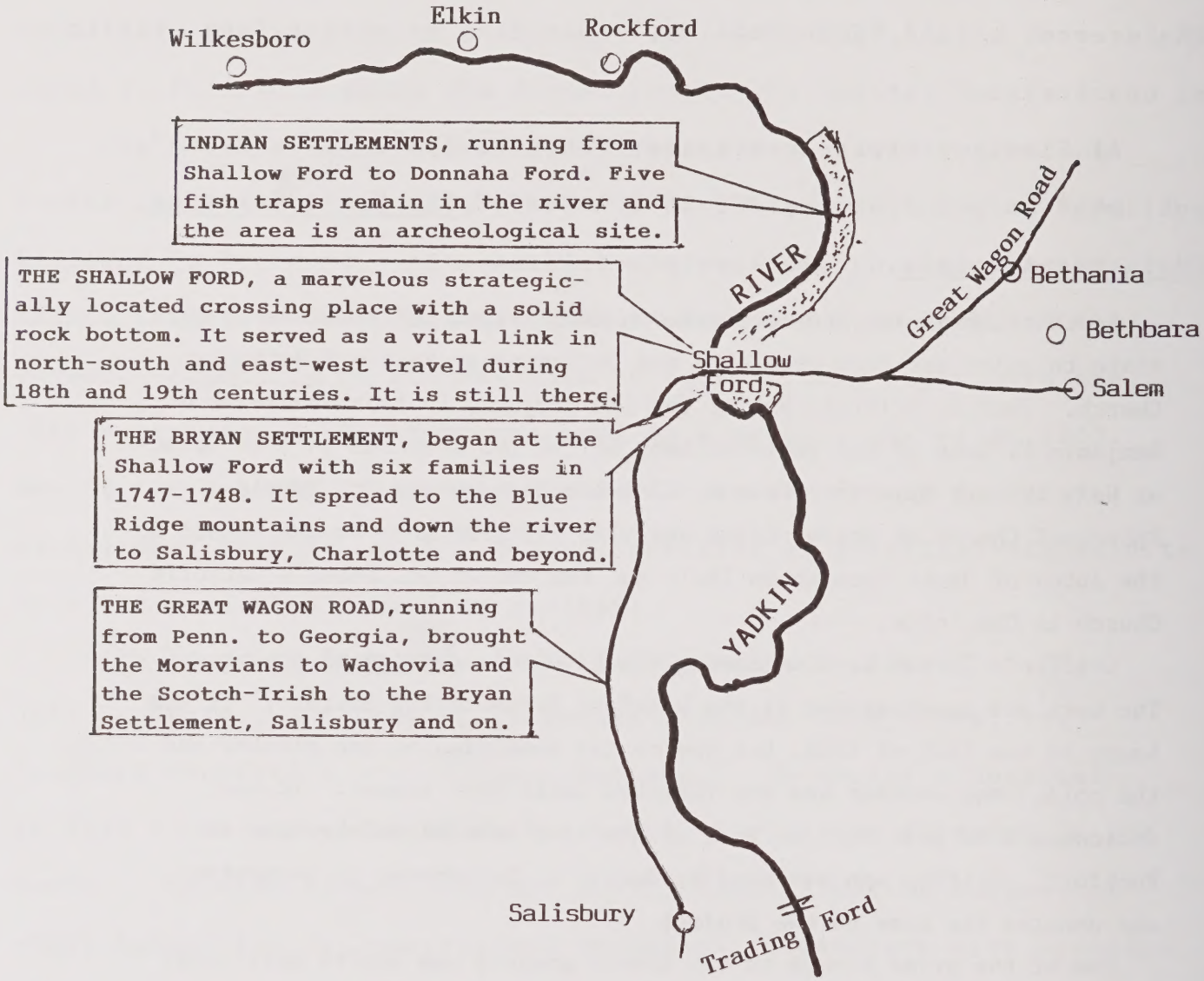
The Rockford Methodist Church is last on our brief tour through Rockford. The church is located just north of the old courthouse. A fresco was dedicated at the Rockford Methodist Church October 22, 1989 as a part of the community's Two Hundredth Anniversary Celebration. The fresco, titled "Come Unto Me," was done by artist Tony Griffin of Charlotte.

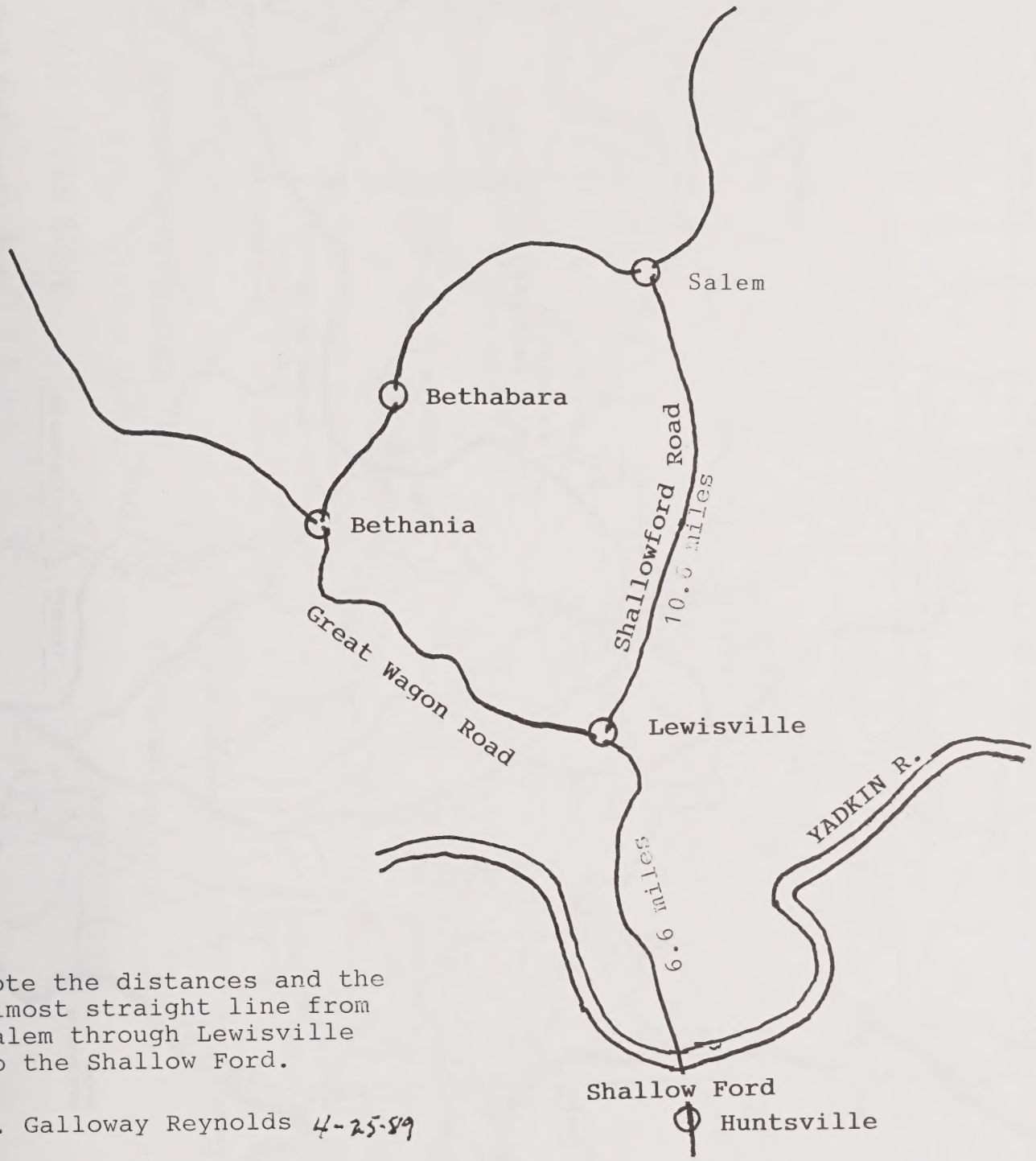
Al Simonton wrote an article, "Another Impressive Fresco" published in the February 20, 1990 issue of The North Carolina Christian Advocate. Some excerpts follow:

> Another impressive fresco for North Carolinians and visitors to our state to enjoy has been completed and dedicated at Rockford Methodist Church. Tony L. Griffin, artist for the project, is brother-in-law of Benjamin F. Long IV and assisted Long in the two frescoes in Ashe County at Holy Trinity Episcopal Church, Glendale Springs and St. Mary's Episcopal Church at Beaver Creek and also assisted Long on the fresco at the Abbey of Monte Cassino in Italy and the one at St. Peter's Catholic Church in Charlotte.
>
> Griffin's Christ is a welcoming figure with a commanding presence. The work was commissioned by the Rockford Preservation Society. It was begun in the fall of 1988, but due to the condition of the plaster and the cold, damp weather was not finished until last summer. It was dedicated this past fall as part of the bicentennial celebration at Rockford. Griffin was assisted by Gerald L. Stienmeyer of Germanton who donated his time to the project.
>
> One of the prime movers in the fresco project was Evelyn Holyfield, Chairperson of the Rockford Preservation Society.
>
> Rockford Methodist Church was closed in 1967 and donated to the Rockford Preservation Society in 1984. Rockford, located on the banks of the Yadkin River, is 16 miles south of Mt. Airy, 13 miles east of Elkin and 20 miles Northwest of Winston-Salem.[24]

THE BEGINNINGS
OF
SHALLOW FORD COUNTRY
AND THE
YADKIN RIVER VALLEY

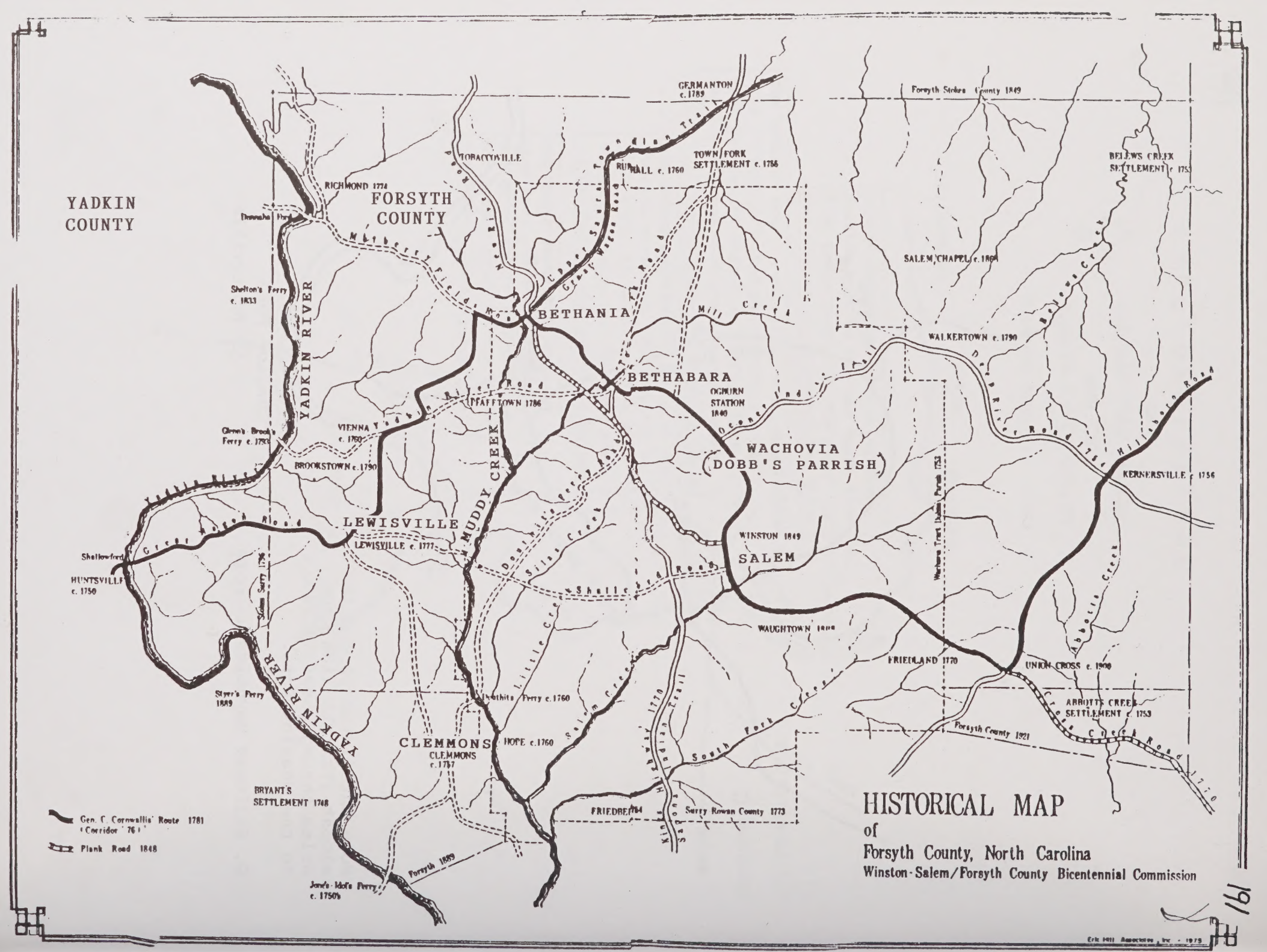
Galloway Reynolds 1993


N
Wilkesboro
Elkin
Rockford
INDIAN SETTLEMENTS, running from Shallow Ford to Donnaha Ford. Five fish traps remain in the river and the area is an archeological site.
THE SHALLOW FORD, a marvelous strategically located crossing place with a solid rock bottom. It served as a vital link in north-south and east-west travel during 18th and 19th centuries. It is still there.
THE BRYAN SETTLEMENT, began at the Shallow Ford with six families in 1747-1748. It spread to the Blue Ridge mountains and down the river to Salisbury, Charlotte and beyond.
THE GREAT WAGON ROAD, running from Penn. to Georgia, brought the Moravians to Wachovia and the Scotch-Irish to the Bryan Settlement, Salisbury and on.
RIVER
Great Wagon Road
Bethania
Bethbara
Salem
Shallow Ford
YADKIN
Salisbury
Trading Ford

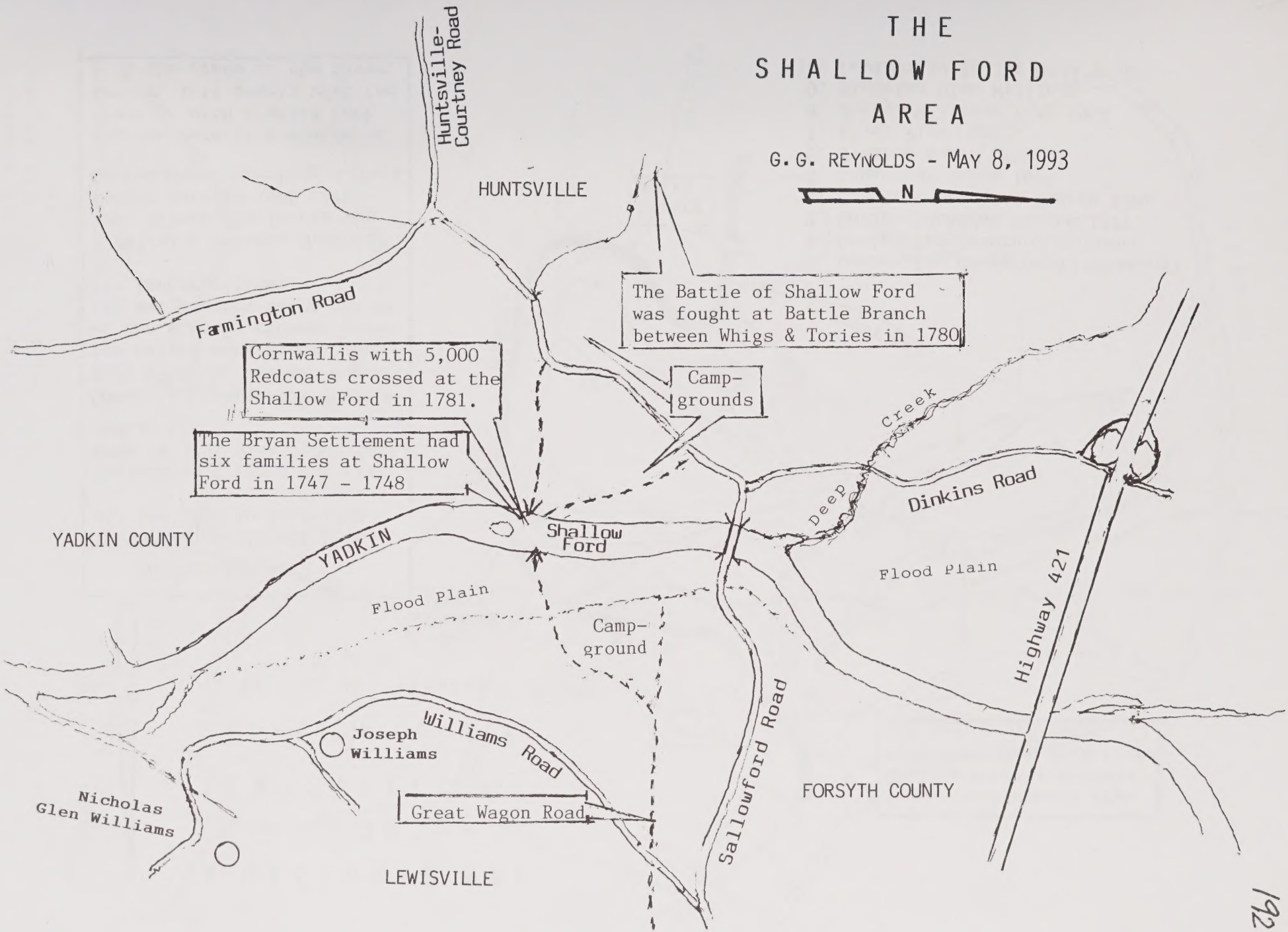


Note the distances and the almost straight line from Salem through Lewisville to the Shallow Ford.

G. Galloway Reynolds 4-25-89


YADKIN COUNTY
FORSYTH COUNTY
YADKIN RIVER
MUDDY CREEK
GERMANTON c.1789
TOBACCOVILLE
RUSSELL c. 1760
TOWN FORK SETTLEMENT c. 1756
RICHMOND 1774
Shelton's Ferry c. 1833
BETHANIA
BETHABARA
OGBURN STATION 1840
PFAFFTOWN 1786
VIENNA c. 1760
BROOKSTOWN c.1790
WACHOVIA (DOBB'S PARRISH)
WINSTON 1849
SALEM
LEWISVILLE
LEWISVILLE c. 1777
HUNTSVILLE c. 1750
Styer's Ferry 1889
Hoithis Ferry c.1760
CLEMMONS
CLEMMONS c.1767
HOPE c.1760
BRYANT'S SETTLEMENT 1748
FRIEDBERG 1754
Surry Rowan County 1773
Jarvis-Idol's Ferry c. 1750's
WAUGHTOWN 1800
FRIEDLAND 1770
UNION CROSS c. 1900
ABBOTTS CREEK SETTLEMENT c. 1753
Forsyth County 1921
SALEM CHAPEL c. 1800
BELEWS CREEK SETTLEMENT c. 1755
WALKERTOWN c. 1790
KERNERSVILLE c. 1756
Forsyth Stokes County 1849
Gen. C. Cornwallis' Route 1781 (Corridor "76")
Plank Road 1848
HISTORICAL MAP
of
Forsyth County, North Carolina
Winston-Salem/Forsyth County Bicentennial Commission

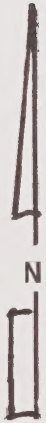
161


THE
SHALLOW FORD
AREA
G. G. REYNOLDS - MAY 8, 1993
N
Huntsville-
Courtney Road
HUNTSVILLE
Farmington Road
The Battle of Shallow Ford
was fought at Battle Branch
between Whigs & Tories in 1780
Cornwallis with 5,000
Redcoats crossed at the
Shallow Ford in 1781.
Camp-
grounds
The Bryan Settlement had
six families at Shallow
Ford in 1747 - 1748
Deep
Creek
Dinkins Road
YADKIN COUNTY
YADKIN
Shallow
Ford
Flood Plain
Flood Plain
Camp-
ground
Highway 421
Joseph
Williams
Williams Road
Sallowford Road
FORSYTH COUNTY
Nicholas
Glen Williams
Great Wagon Road
LEWISVILLE

A HISTORIC MAP OF LEWISVILLE, N. C.

FORSYTH COUNTY

By - G. G. Reynolds,
5-15-93



THE SHALLOW FORD

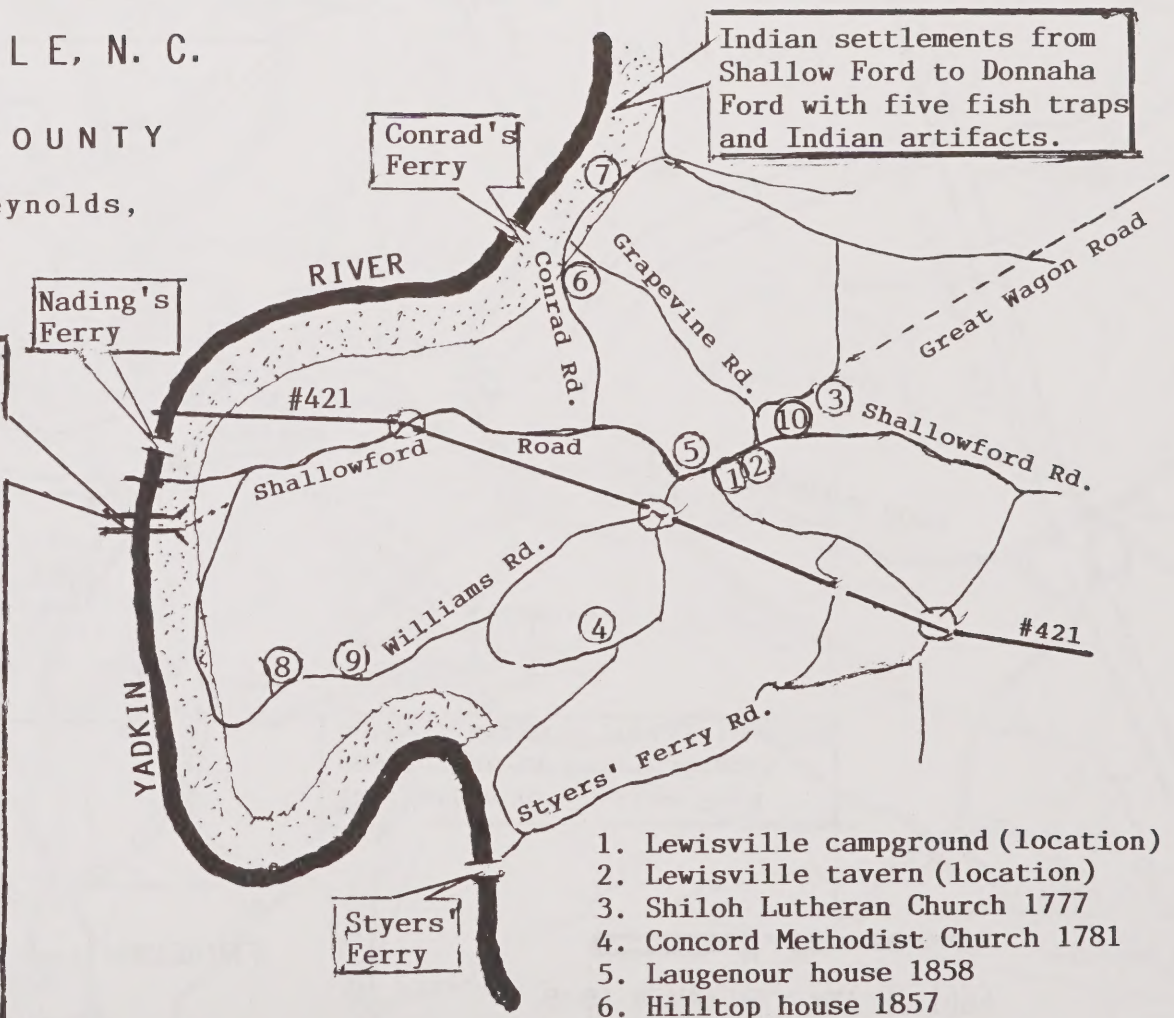
The Bryan Settlement here, six families in 1747-1748

Cornwallis crossed the river here in 1781 with 5,000 Redcoats.

Commerce through the Shallow Ford with the western counties helped make Forsyth one of the state's richest counties and Winston-Salem one of its larger cities.

A skirmish between 3,000 of Gen. Stoneman's forces was fought here in 1865 with Confederates guarding the ford.

Shallow Ford is a wonder of creation with a solid rock bottom, laid evenly with the with the grade of the river.



1. Lewisville campground (location)
2. Lewisville tavern (location)
3. Shiloh Lutheran Church 1777
4. Concord Methodist Church 1781
5. Laugenour house 1858
6. Hilltop house 1857
7. River View 1804
8. Joseph Williams 1781,1907
9. Nicholas Glen Williams
10. Lewisville Roller Mill 1910

Distances from Muddy Creek
(Winston-Salem City Limit)
To the Yadkin River
by
Shallowford Road 9.7 Miles
Highway 421 8.5 Miles

G. G. Reynolds 8-1-89

Bethabara - First Moravian Settlement

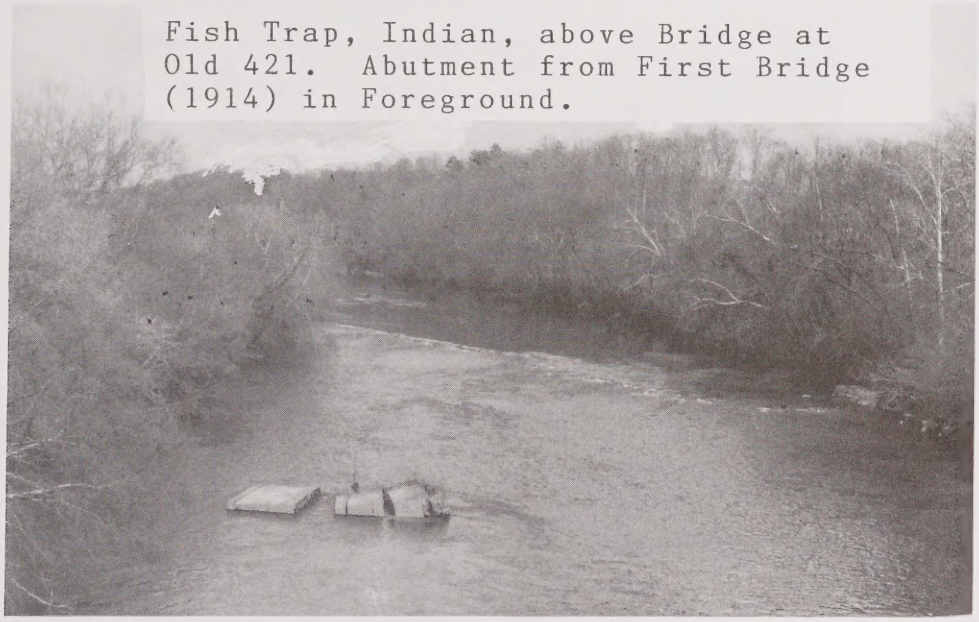
Trading Ford Near Salisbury

This view of Trading Ford was visible from "Gowerie Heights" where the Albert Torrence mansion once stood. From here Lord Cornwallis's men fired their cannons across Trading Ford, which touched the tip of the island in the center of the river. General Greene's army crossed here in February, 1781, pursued by Cornwallis. Photograph by William D. Kizziah.

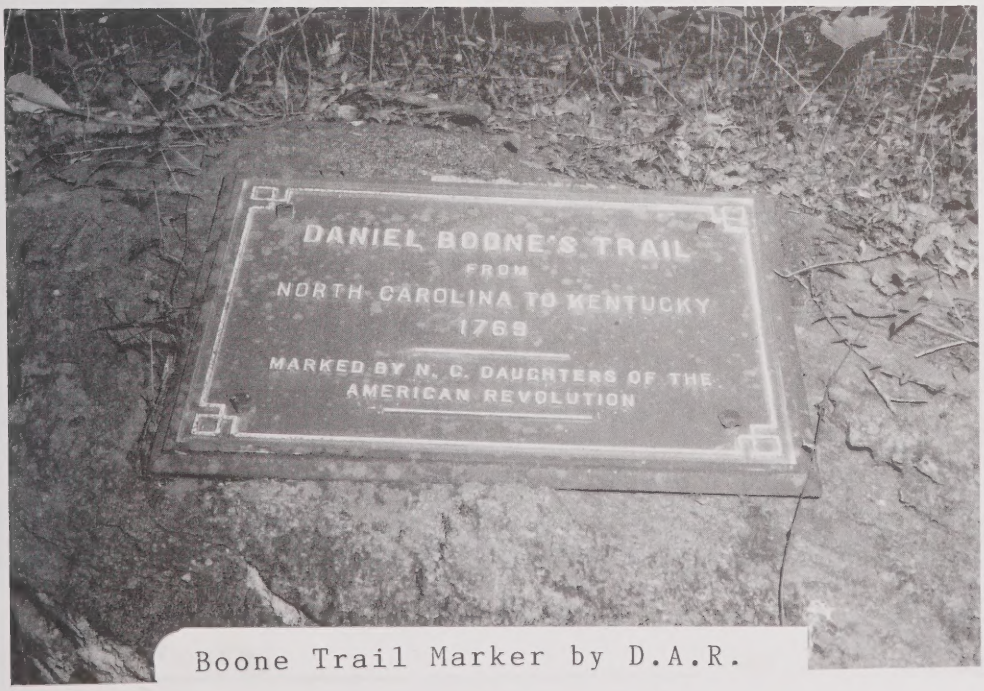
L 10
THYATIRA
PRESBYTERIAN CHURCH. FOUNDED ABOUT 1753. PRESENT BUILDING COMPLETED 1860. GRAVE OF SAM'L E. McCORKLE. 600 YARDS NORTH.
DEPARTMENT OF CONSERVATION AND DEVELOPMENT 1937
Thyatira
PRESBYTERIAN CHURCH
WELCOME

Irish Settlement- Thyatira Church

The Shallow Ford 1953

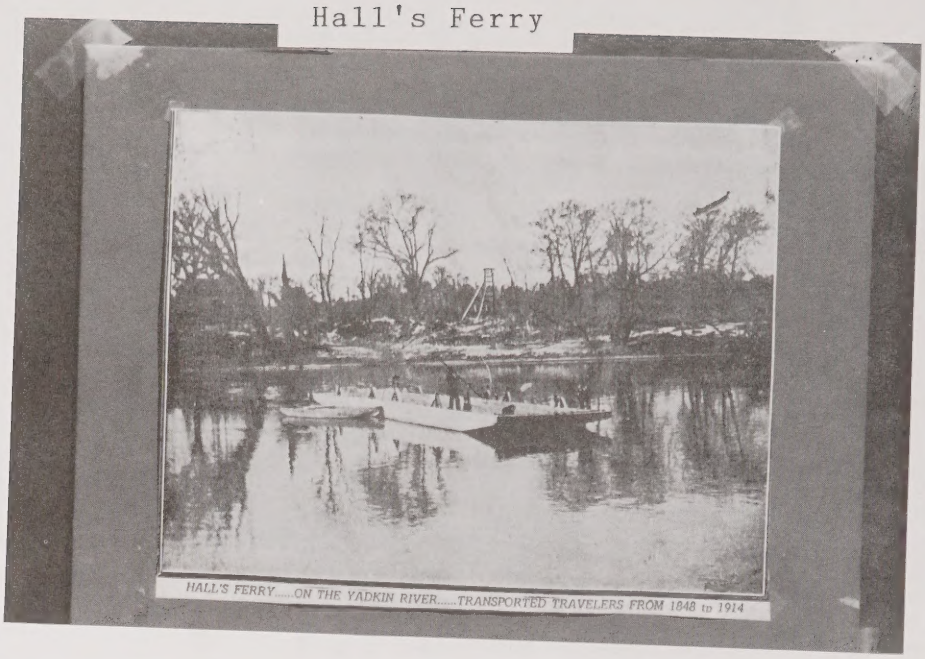


Fish Trap, Indian, above Bridge at Old 421. Abutment from First Bridge (1914) in Foreground.

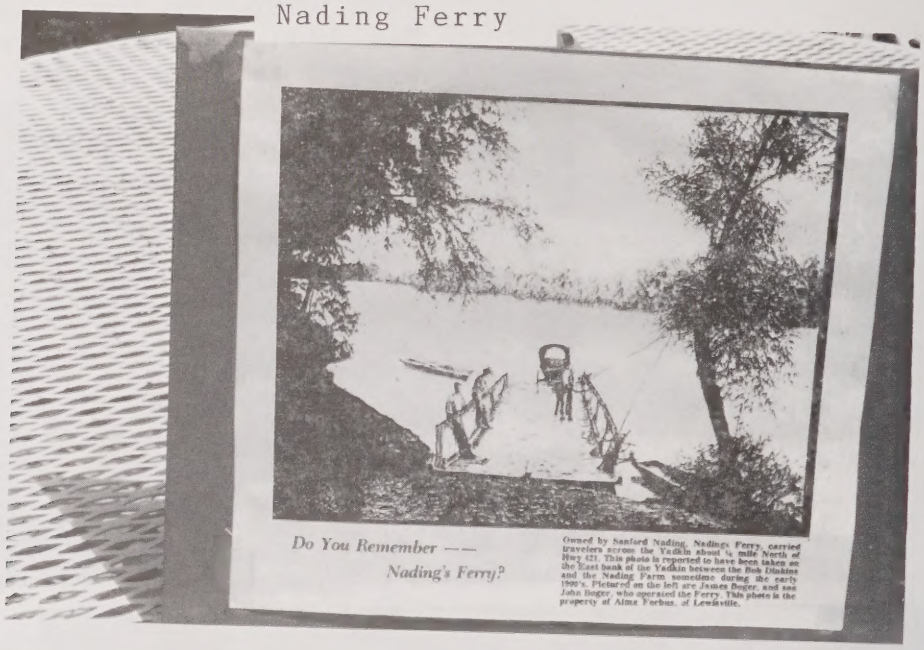


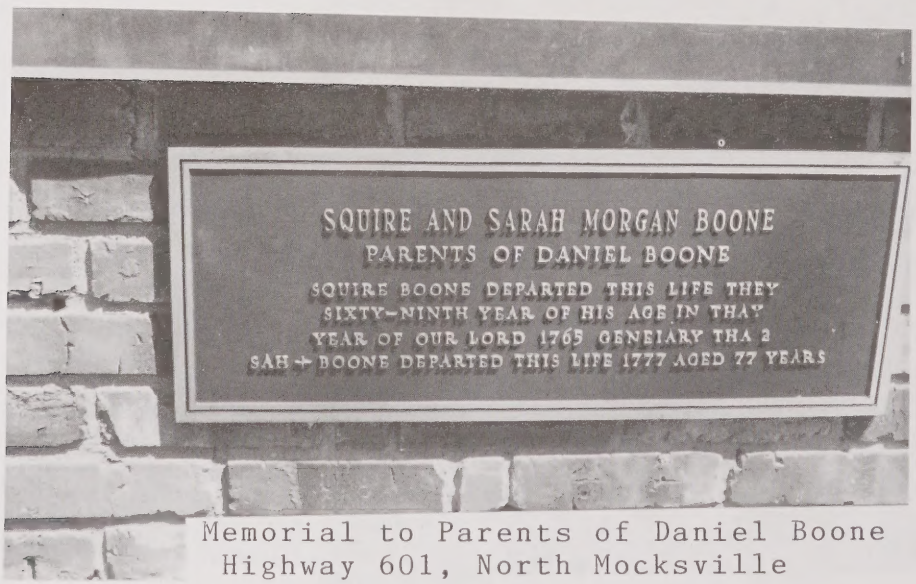
Boone Trail Marker by D.A.R.

Hall's Ferry



Nading Ferry

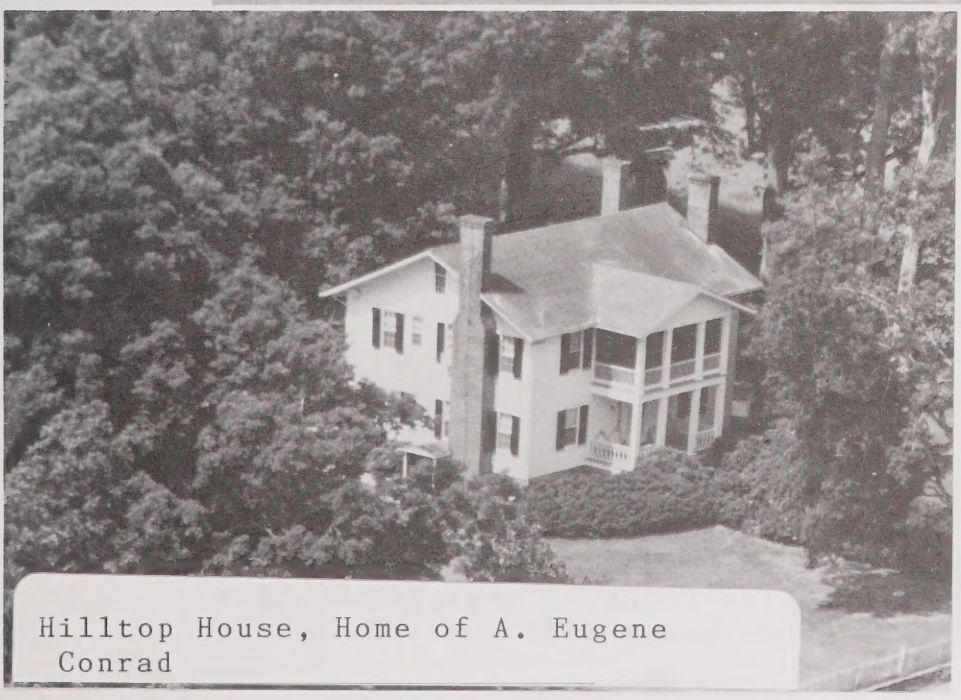

Do You Remember ——
Nading's Ferry?
Owned by Sanford Nading, Nadings Ferry, carried travelers across the Yadkin about ¼ mile North of Hwy 421. This photo is reported to have been taken on the East bank of the Yadkin between the Bob Dinkins and the Nading Farm sometime during the early 1900's. Pictured on the left are James Boger, and son John Boger, who operated the Ferry. This photo is the property of Alma Forbus, of Lewisville.


SQUIRE AND SARAH MORGAN BOONE
PARENTS OF DANIEL BOONE
SQUIRE BOONE DEPARTED THIS LIFE THEY
SIXTY-NINTH YEAR OF HIS AGE IN THAT
YEAR OF OUR LORD 1765 GENEIARY THA 2
SAH + BOONE DEPARTED THIS LIFE 1777 AGED 77 YEARS

Memorial to Parents of Daniel Boone
Highway 601, North Mocksville

Tory Oak, the Hanging Tree

Riverview, - River John Conrad



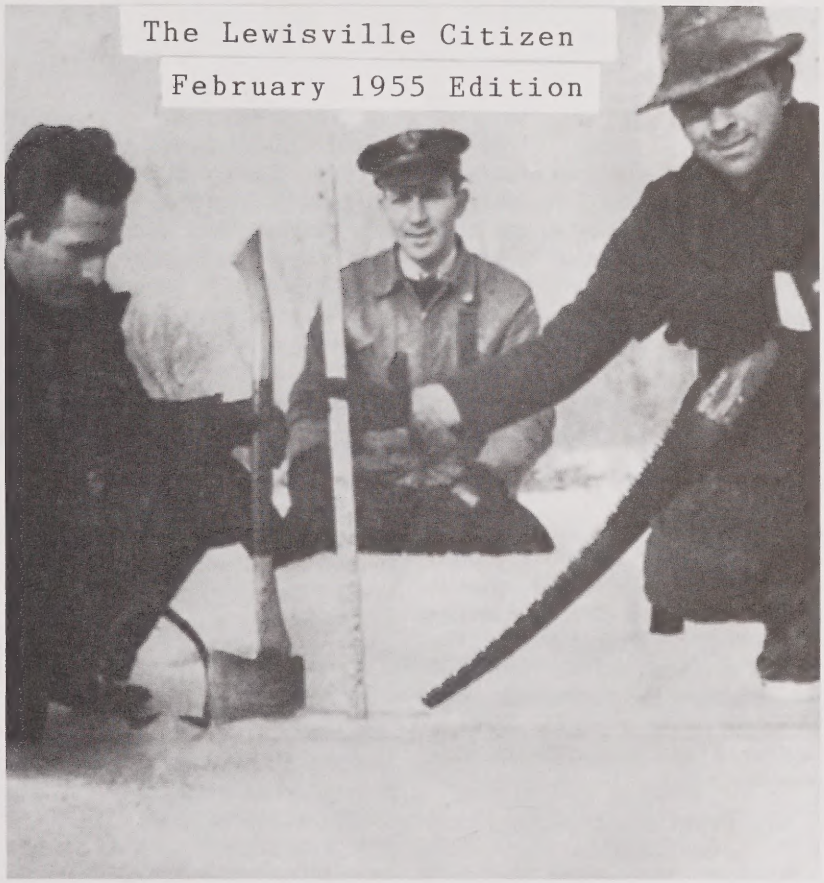
Hilltop House, Home of A. Eugene Conrad

Joseph William's Homesite

Glenwood

Shiloh Lutheran Church,
Established 1777

Lewisville Roller Mill, 1978



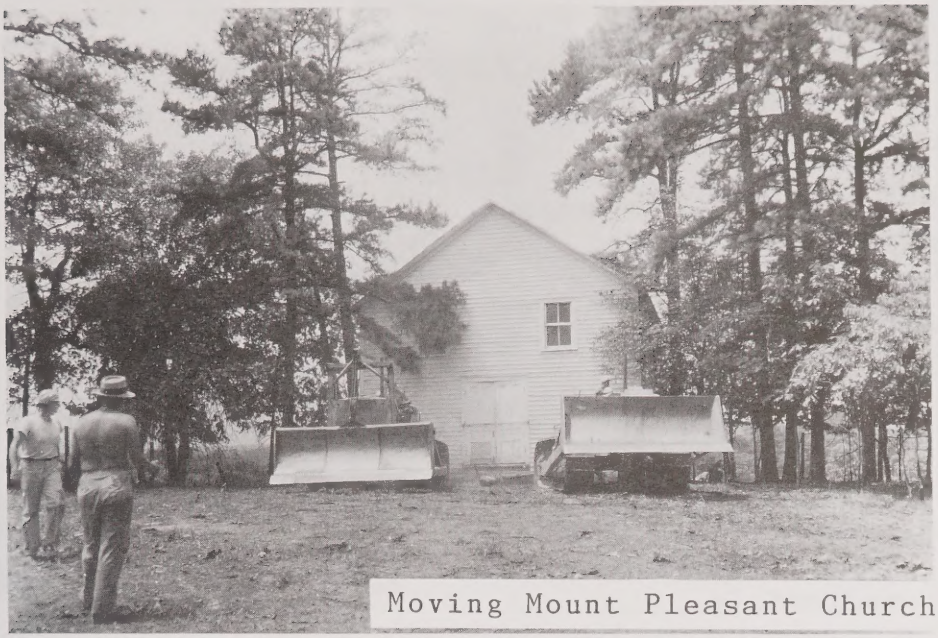
The Lewisville Citizen
February 1955 Edition

If you think there has been some cold weather this winter, maybe this picture will help put you straight. Jim Sheets, left, Herbert Reynolds, center, and Tom Reynolds, are shown measuring a block of ice they cut from the Yadkin River during the winter of 1939-1940. The yardstick shows that it was over nine inches thick. Old-timers say the thermometer has to stay below freezing for about a week to do this.

Concord United Methodist Church,
Established 1781

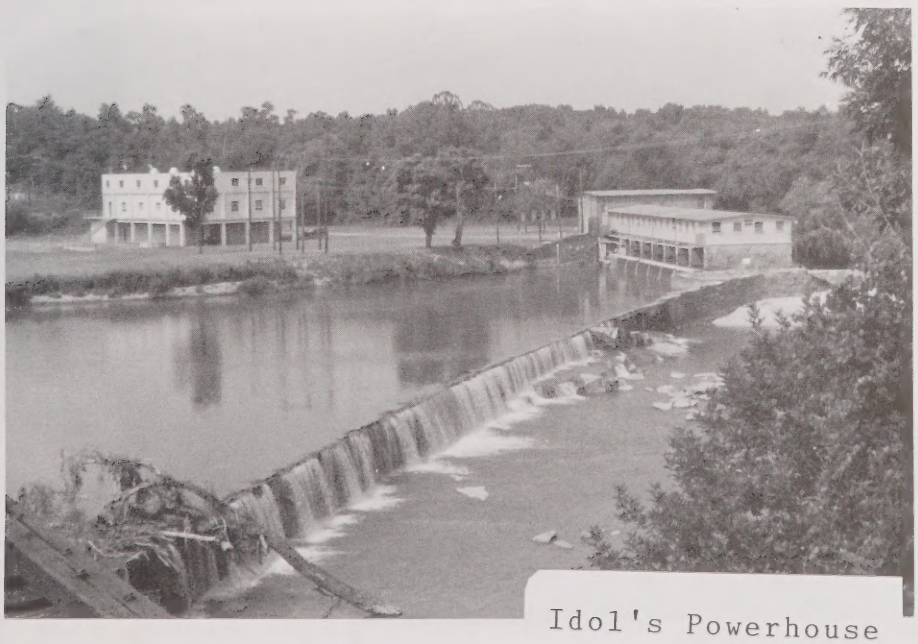
C.O.Sprinkle House on his River Farm

Lewis Laugenour Built This Home
ca. 1860

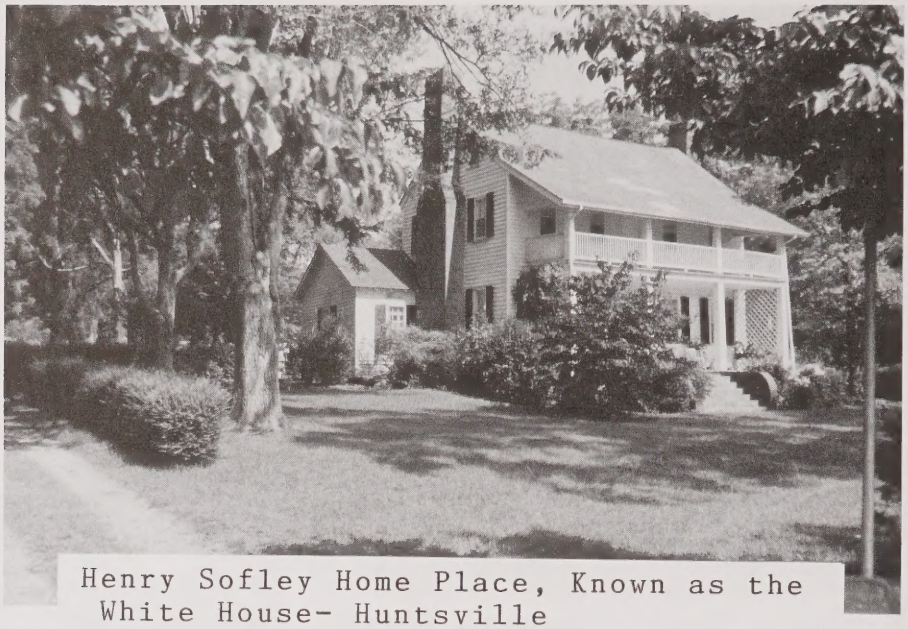


Moving Mount Pleasant Church

Mt. Pleasant Methodist Church at Tanglewood Park



Idol's Powerhouse



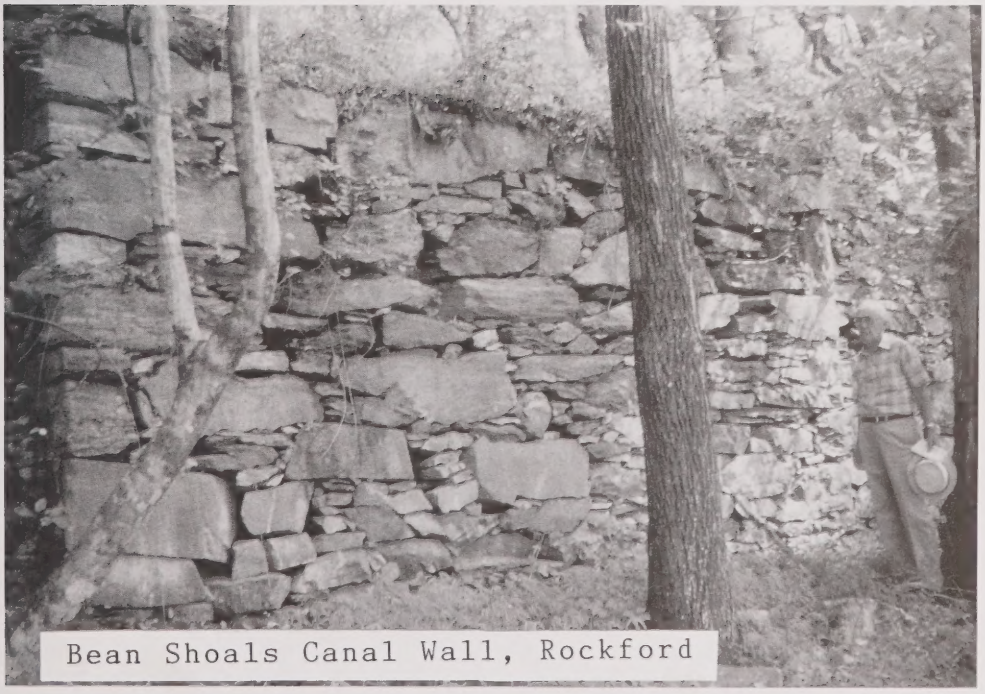
Henry Sofley Home Place, Known as the White House- Huntsville

Chapman-Brewbaker House - Huntsville

Dalton-Hunt House - Huntsville

Huntsville M.E. Church, Replaced
Mt. Sinai Methodist Church & School

Rockford's Low-Water Bridge



Bean Shoals Canal Wall, Rockford

G. Galloway Reynolds Community Center, Named 1995

Rockford Methodist Church

NOTES

CHAPTER ONE

SETTLEMENTS

1. Robert W. Ramsey, Carolina Cradle, (Settlement of the Northwest Carolina Frontier), University of N. C. Press, Chapel Hill, Map of the Bryan Settlement, 1964 p 32.

2. Ramsey, Carolina Cradle, p 34.

3. Roy Thompson, Before Liberty, Piedmont Publishing Co.Winston-Salem, 1976, p 151.

4. Adelaide L. Fries and others, Forsyth,A County on the March, University of N. C. Press, Chapel Hill, 1949 pp 150-151.

5. Adelaide Fries, et al, Forsyth: The History of a County on the March, University of N. C. Press, Chapel Hill, 1976, pp 13-14.

6. Professor C. Cathy, (1783-1860), Adelaide Fries,Forsyth,p 15.

7. Adelaide Fries, Forsyth, 1986, p 16.

8. Ramsey, Carolina Cradle, p 152.

9. James S. Brawley, Rowan County: A Brief History, Raleigh, North Carolina, Department of Cultural Resources, 1974 p 5.

10. Hugh Talmadge Lefler and Albert Ray Newsome, The History of a Southern State: North Carolina, University of N. C. Press, Chapel Hill, 1954, pp 77-78.

11. Jethro Rumple,A History of Rowan County, North Carolina: Containing Sketches of Prominent Families and Distinguished Men, (Bicentennial Edition) Baltimore, Regional Publishing Co., 1974.

12. Ramsey, Carolina Cradle, p 163.

13. Ramsey, Carolina Cradle, pp 169-170.

14. Douglas Rights, quoted by Frances Casstevens in, The Road to Everywhere: The Great Wagon Road Through North Carolina, manuscript, Yadkinville, N. C. 1986, pp 24-25.

15. Ramsey, Carolina Cradle, p 117.

16. Lefler, North Carolina, p 37.

17. Lefler, North Carolina, pp 24-25.

CHAPTER TWO

The Shallow Ford

1. (There are many others but these should suffice.) These excerpts from References to the Shallowford in the Rowan County Minutes of the Court of P & Qs, by Jo White Linn, C.G., C.G.L. Information supplied by Kyle Stimson.

2. Frances H. Casstevens, "The Great Wagon Road: The Route Through Yadkin County," Manuscript: January 6, 1986, (Route 1, Box 99, Yadkinville, N. C. 27055.

3. "Historic Map of Forsyth County, North Carolina." Winston-Salem/Forsyth County Bicentennial Commission, 1975,M. C. Benton Jr. and Mrs. John Eller, Jr., Co-Chairmen, Chairman of Publications Committee, Dr. J. Edwin Hendricks.

4. Historic Map of Forsyth County, 1975.

5. Historic Map of Forsyth County, 1975.

6. Author's Diary, Dated August 14, 1953. An interview with Mr. E. D. Kelley, 84, of Huntsville, N. C.

7. Christopher Ward, The War of the Revolution, edited by John Richard Alden (New York, 1952) II pp 772-798.

8. Records of the Moravians in N. C., Edited by Adelaide L. Fries, N. C. Historical Commission, Volume IV 1781,p 1765.

9. Adelaide L. Fries and Others, Forsyth a County on the March, University of N. C. Press, Chapel Hill, 1949 pp 150-151.

10 Robert Paine, Life and Times of William McKendree, Nashville, Tenn., 1869, Vol II p 23.

11. W. L. Grissom, History of Methodism in North Carolina, From 1772 to the Present Time. Volume I, Publishing House of the M. E. Church South, Nashville, Tenn., 1905, p 249.

12. Moravian Records, Volume III, "Salem Diary", Dec.,18,1779,p 1320.

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14. F. L. Reynolds, "Reynolds History" "Writings" ca 1850, Lewisville, N. C..

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20. The author's diary, dated August 14, 1953,"An interview with Mr. E. D. Kelley, 84, in which he told us much about the Shallow Ford."

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23. Mrs. Lindsay Patterson, Chairman Boone Trail Committee, "Marking Daniel Boone's Trail Through North Carolina,"D.A.R. Magazine Vol. 44 Jan.-June 1914.

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